

THE Hongkong Weekly Press

AND

China Overland Trade Report.

VOL. LX.]

HONGKONG, SATURDAY, 13TH AUGUST, 1904.

No. 7.

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BIRTH.

On the 8th August, at Blackhead's Point, Kowloon, the wife of G. PRIEN, of a son.

Hongkong Weekly Press.

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ARRIVAL OF MAILS.

The English Mail of the 15th July arrived, per the steamer *Coromandel*, on Thursday, the 11th inst.

EPITOME OF THE WEEK.

Telegrams relating to the war will be found on p. 114.

More drifting mines are reported in the Gulf of Pechili.

Reports from Johannesburg state that the Chinese coolies are promising well.

Kobe is still getting ready for the fall of Port Arthur. Huge triumphal arches are on order.

The increase in the export of tea from China this season is regarded by the Ceylon papers as "alarming."

Mr. Durnovo, Mr. von Plehve's Chief Assistant, has been appointed Russian Minister of the Interior ad interim.

The *Matin* assured its readers that twenty submarines (officially labelled "torpedo-boats") had been sent to Vladivostock.

Communications between our forces in Lhasa and the end of the wire at Gyantse are being kept up by mounted infantry.

The Russians are compelling the local officials of Liaoyi and Hsinan to supply them with cattle and carts, contrary to the provisions of Treaty.

Writing to a member of the *Daily Press* staff, Dr. Sven Hedin, the famous explorer of Central Asia, describes the Japanese as "the most noble and clever nation in the world."

The Secretary to the Admiralty considers the reports about H.M.S. *Centurion's* gun sights exaggerated. She is, he told Mr. Gibson Bowles, quite fit to go into action.

The Duke of Marlborough, Under Secretary of State for the Colonies, has consented to become a Vice President of the Royal Colonial Institute, in succession to the late Sir James Youl.

The British Tibet expedition marched into Lhasa on the 3rd inst. unopposed, the Chinese Amban assisting in the necessary negotiations consequent on the occupation of quarters in the Grand Lama's stronghold.

The *Courier Saigonais* states that the French Government has sanctioned the construction of a large floating dock for Saigon. A scheme is also on foot for the creation of a good harbour and dock at Haiphong.

Brig.-Gen. Funston, the officer who organized and commanded the expedition which captured Aguinaldo, head of the Filipino insurrection, has been appointed to the command of the Atlantic Division of the United States army.

The *Times* announced on the 4th ult. that the Baltic fleet would leave about the middle of August, accompanied by twenty transports and several ships recently purchased by Russia abroad, as well as by vessels of the Volunteer Fleet.

A London telegram to the *Asahi* announces that the U.S. Government regards the actions of the Vladivostock squadron as a menace to trade between the States and Japan on the Pacific, and is ready to take vigorous action if necessary.

Following the example of Hongkong, the Board of Health in Manila has begun a crusade against the mosquito. All pools and stagnant water in the low-lying suburbs are to be liberally sprinkled with petroleum, which is an efficacious remedy for destroying the pest in its germinating stage.

The Sultan of Brunei has already lost five sons as well as a grandson by the small-pox epidemic prevailing there. A telegram to the *Straits Times* states that on the 2nd inst. it was estimated that about 1,000 persons had died. The epidemic was reported to be spreading to Tutong and Balait.

An influential Chinese paper recently stated that it was China's interest to check the Tibetans from resisting the British Expedition, if Tibet were not to share the fate of India. In view of China's earlier failures to influence Tibet, we must attribute their present passivity to some other reason.

The American squadron has been ordered to Smyrna. There has been a recrudescence of the Armenian agitation; the continued burning of Armenian villages, and the absence of active Russian intervention, has revived the old troubles, and the American ships are going to guard American interests. Germany is also on the *qui vive*.

Another European has become a Buddhist monk in Burma,—namely, a Mr. C. Roberts, who lately arrived at Rangoon from Singapore. Mr. Roberts accompanied the Secretary-General of the International Buddhist Society on his recent tour, as far as Sarvaing, and was there ordained as Samanera, or Novice, under the name of Dipalamkara.

In the House of Lords on the 12th ult., in reply to the Earl of Portsmouth, the Duke of Marlborough admitted that Sir Ernest Blake, one of the Crown Agents, was a company director. He had, however, placed himself in the hands of the Colonial Secretary.—The Colonial Secretary has since decided that Sir Ernest Blake must retire from the directorate of the company concerned.

The Russian newspaper *Wostotschny Westnik*, of Vladivostock, is a sufferer by the war, and has very probably by now ceased publication. *Die Buchdrucker Woche*, which reached us by the last mail, remarks that the Russian journal was reduced to printing its issues on its remaining stock of wrapping-paper. The Japanese had captured its consignment of paper, which is surely not (our German contemporary thinks) "kriegskonterbande."

Naval gossip says that Lord Charles Beresford will take command of the Mediterranean squadron after his term as Commander-in-Chief of the Channel Fleet expires. If Sir A. K. Wilson does not succeed Sir Compton E. Domville it is extremely likely, the *L. & C. Express* thinks, that Lord Charles will, and the officers and men of the Mediterranean Squadron would be glad to have him back again. Vice-Admiral Sir A. W. Moore is being mentioned as the next Commander-in-Chief of the Channel Fleet.

The Royal approval is announced of the following appointments:—Sir Clement Courtenay Knollys, K.C.M.G., at present Colonial Secretary of Trinidad and Tobago, to be Governor and Commander-in-Chief of the Colony of the Leeward Islands, in succession to Sir Gerald Strickland, appointed to be Governor of Tasmania. Sir Frederick M. Hodgson, K.C.M.G., Governor of Barbados, to be Governor of British Guiana, in succession to Sir James Alexander Swettenham, who has been appointed Governor of Jamaica.

An action has been raised in the Edinburgh Court of Sessions to reduce the will of Sheriff Thomas, who was Sheriff of Orkney and Shetland. In his will the late Sheriff ordered that he was to be buried in a wicker coffin and made extraordinary bequests. In his lifetime he used to fine his servants for slight offences. He also fined his cat if it disturbed the peace of the house, and fined himself if he broke the rules which he adopted for his personal guidance. Another curious whim of Sheriff Thomas was to keep a "laughing waistcoat," with elastic sides, which he used to wear at dinner.

RUSSIA A BAD COLONISER.

(Daily Press, 6th August.)

That the Russians have acted with a great want of foresight in their programme of converting Manchuria into a Russian province has been generally admitted even by many of their Continental critics who worship at the shrine of brute force. That they have also been singularly and unaccountably careless of the goodwill or good opinion of the Asiatic races latterly is also well known. In former years, attempts were always made by Muscovite agents to placate and favourably influence the natives it was eventually designed to absorb or destroy. Thus in Central Asia several measures intended to win over native opinion and provide a way for the naturalisation of the Bokharians and others whose lands it was intended to annex to the already huge dominions of the GREAT WHITE TSAR were carefully designed. It was at that time thought worth while to try and coax the natives to become subjects of the TSAR. In Europe, too, the Finns were promised practical self-government, the continued profession of their religion, and certain privileges which the TSAR as Grand Duke would respect and preserve to them. But Finns, and Poles, and Georgians, and the natives of the Khanates, have found all these pledges violated one after another, their liberties circumscribed, their religion condemned, and their national institutions suppressed as they are being gradually ground into Muscovites by the Russian millstone. In Holy Russia there is no room for more than one faith, no use for more than one language, and the existence of any privilege except that of paying taxes is esteemed at once a reproach and an offence against the TSAR.

Yet it may be said that, in some cases at least, the Russian Government has had the tact and the wisdom to dissimulate their ultimate intentions. Not all at once have they avowed their purpose of Russianising all new subjects of the TSAR. They are first, as a rule, brought into subjection, and later they are taught that there is but one Church in the TSAR's dominions. True it is that some few Jews and some Mahomedans exist in parts of Russia; but they are only suffered, and for the privilege of existence they are made to sweat freely. It is rather remarkable that the Russian Government should, however, have thrown off the mask so entirely as they seem to have done in Manchuria. They seem to have imagined that their first successes in bullying China and bluffing the Treaty Powers had placed them in a position, with the Trans-Siberian Railway practically completed, to trample on the Mongolian and flout the Treaty Powers. They therefore have taken no trouble whatever to conceal from the Chinese the fact that they are always fain to hide from Europeans—that if you scratch a Russian you reveal the Tartar. They have been uniformly rough and often brutal to the Chinese and Manchus, and it cannot be supposed for one moment that the methods they apply in dealing with the people of Manchuria make their presence in the province welcome or desirable. They have no doubt spent large sums of money in the country and incidentally afforded a good deal of employment to the labouring classes, but the money earned has proved bitter to the taste, and the presence of the Muscovite taskmaster hateful to those who have accepted his pay. Latterly, since the outbreak of hostilities, the labour has indeed ceased to be optional; it has been compul-

sory, and though paid for, has been performed under circumstances calculated to provoke a lasting hatred of the oppressor. It is stated by a Chinese paper that the Russians have very nearly completed a fine military road running northwards parallel to the railway and commencing at the North Gate of the city of Mukden. This road is to provide for an additional means of transport in the event of the trains not being found adequate to convey all the Russian troops who may by-and-by want to get through to Harbin in accordance with General KUROPATKIN's prearranged plan of a strategic movement to the rear. Some three thousand of the natives of Mukden have for five weeks or more been compulsorily engaged in constructing this road, working day and night in constant terror of the horsewhips of the Cossacks who superintended the task. The Chinese narrator of this tyrannical act asks if it is surprising "that the natives of Manchuria "prayed day and night, with lighted joss-sticks in their hands, for the speedy "appearance of the Japanese!" yet the Russians are, or affect to be, surprised that the Chinese do not love them after all the benefits conferred and money spent by them on Manchuria, and are loud in their condemnation of the Peking Government for not repressing the Hunghtzes, who harry the Russian outposts whenever they have a chance. It seems to us that from first to last the Russians have been acting in a manner that can hardly fail to provoke retaliation the moment the oppressed races get a chance of making it. They have shown absolutely no consideration for the Chinese while overrunning their country and practically converting it to their own use. These high-handed measures are always apt to recoil on the heads of those who adopt them, and if Port Arthur should presently be captured and the Russians have to fall back upon Harbin, it is quite possible they will find the retreat almost as disastrous as that of NAPOLEON from Moscow.

BOATMEN'S STRIKE AT CANTON.

(Daily Press, 8th August.)

Except for an occasional academic comment, the domestic affairs of China do not receive much attention from the foreigner in these stirring days of larger issues. The mal-administration of the internal business of the Middle Kingdom has passed into a proverb, its rulers and governors have, with their scandalous methods, become a by-word, and it seems to all but those whom nothing seems to discourage, a waste of breath to talk of reform. In more senses than the territorial, China's integrity is respected. There are times, however, when criticism seems necessary and interference imperative. Just as the liberty of the subject is left intact until in his exercise thereof he begins to encroach upon other liberties, so the behaviour of Chinese, when it menaces the well-being of foreign neighbours and guests, must be inquired into, and, if possible, turned into less harmful ways. The matter of a tax upon Chinese subjects at Canton, or their objections to the manner of its levying, would scarcely have come under our purview if it had not developed in such fashion that it threatened to directly militate against British interests, business interests in Hongkong. To sell to private speculators a monopoly of tax collecting in certain districts is not a method of our Government. That it forms a part of Chinese municipal procedure is a fact that until recently struck us as a bad thing for the Chinese taxpayer, but not

as of particular interest to ourselves. It has proved otherwise. The shipping business between Hongkong and Canton has recently been entirely disorganised in consequence of a special tax on boatmen levied by the Kwangsi Governor to provide funds for the suppression of the rebels in that province. The syndicate's way of recouping themselves the large amount advanced has raised a fresh crop of rebels, whose ranks, in a metaphorical sense, some Hongkong business men must now be about ready to augment. The official instructions to the tax-farmer were to collect something like twenty cents per English cubic foot; but it occurred to the collectors (who, by the way, seem to have been sub-contractors of the original tax-farmer) that there was a chance to make a bigger profit by a little misunderstanding as to measuring the boats. The boatmen were not long in discovering that the cubic capacity of their boats was bigger than they could afford to pay taxes on, on this basis, and they objected. Pressure being applied, they seem to have thought of no more effective protest than a general strike. This was killing more birds than the stone was aimed at, but such was ever the way of strikers. The Viceroy, it appears, heard and understood that they had a genuine grievance, and promised redress; but the boatmen, having taken the plunge, were now determined to see the new tax altogether abolished before returning to their work. In the meantime, over here at Hongkong we began to feel the pinch of this congestion of traffic. Who is to pay the freight on the cargoes of the lighters that went and returned full, unable to discharge their loads? Who pays demurrage on the steamers detained at Canton? So far as the Viceroy's promises of readjustment go, there appears to be some ground for the boatmen's distrust of them. Our last letter from our Canton correspondent mentions the punishment of those who were supposed to have been advising and assisting the strikers. It says nothing of disgrace awaiting the "squeezeful" collectors, or of the total prohibition of the tax. With China's Solomon-like freedom of dispensing justice, there ought to be plenty of excuse for taking away from the tax farmer the privilege he has paid for. Apart altogether from possible Chinese treatments of the situation, is there no opportunity of applying the provisions of section three of our commercial treaty signed at Shanghai two years ago, one of which is to the effect that "junks, boats, or carts shall not be subjected to taxation beyond a small and reasonable charge, paid periodically at a fixed annual rate"? Or has clause seven of section three of the Chefoo Convention of 1876 no relevance? It seems to, for it mentions that the Governor of Hongkong, in consequence of interference with the junk trade of the Colony, established the principle that the Chinese Government must protect its revenue without prejudicing the interests of the Colony. Here is a Chinese revenue question which is patently prejudicial to Colonial interests, so it may safely be assumed that the attention of our governing authorities has been already called to the matter, and that they are considering the matter with the seriousness it demands.

"An astonished, almost nervous world, looks on at the use the Japanese are making of the tools they have borrowed from the Western nations. It is something undreamt of, politically, and strategically." The *Neue Freie Presse*, which made the foregoing observation, reminds us of the Tooley Street tailors. Russia may be astonished and nervous, but Russia is not the world.

A PROTEST AGAINST LEVITY.

(Daily Press, 9th August.)

The tail of a comet is an intangible, unsubstantial sort of thing, but there is usually a very real, material nucleus at the business end of it. This is more than can be said for many of the flying rumours with which we have been regaled in connection with the present war. How even a moment's attention can be paid by sensible folk to some of the stories published is a hard thing to understand. That thoughts are often sired by wishes we have the evidence of an adage to certify; but even that explanation scarcely fits the business-like air with which some men publish and others ponder such telegraphic trifles as that: "It is understood here (Chefoo) that it is 'rumoured in Timbuctoo that the Crimea has been captured, the return of the Alake of Abeoka being taken as an indication that the report has credence in diplomatic circles." If that sort of thing be war news, and there is a public demand for it, there ought to be sufficient allurements for the establishment of a rumour factory, and the promotion of a company to exploit it, with, of course, unlimited lie-ability. In this war, most of the newspapers have had a fling at the two Governments of Japan and Russia, one or the other, to show their contempt for the usurpation by the authorities of what they not unnaturally regard as their own particular "pidgin." Yet the conflicting reports of the rival generals cannot hope to vie as laughter-provokers with the despatches we have typified in one apocryphal example. Yet are the newspapers guilty of such puerilities wholly to blame? Is their offence not rather an indication of the greater blemish existing in the public which encourages them by paying for them? Have we to admit, in this twentieth century of civilization and humanity, that a sanguinary struggle between two great peoples, such as we are now witnessing in the Russo-Japanese war, produces no emotion in the public mind other than a consuming and an increasing lust for mere sensations? Is it a fact that the watching millions are advanced no further stage, morally and intellectually, than the tiers of patricians who in ancient Rome held thumbs up or thumbs down to decide for life or death the fate of the prone gladiator in the reeking arena? Is the "great Russian reverse—two thousand casualties," nothing more than a breakfast table topic? As the smooth-chinned DEMOSTHENE of the college debating club used to say: "Perish the thought!" Yet there are moments when we are tempted to entertain the unworthy suspicion. We are not of those who hold all war as wicked. With them we join issue, believing that the warrior's trade will last as long as the flow of sap or the law of evolution. Yet, holding that to fight for right and human justice is both natural and proper, we should be sorry to believe that the clash of men in anger, and the shedding of human blood and loss of human life, could ever be so lightly regarded as a passing show. That all men should be anxious and interested in the conduct and outcome of such a strife is a something to be looked for, and however absorbingly displayed, not to be cavilled at. Those men who in tram and grill-room have been tempted to flippant comment should bethink themselves that the propagation of such a point of view tends to debasement and degradation. Those who sneer in couples are on a lower plane, even, than they who "cheered in thousands while the striplings went to war." With the advent of professionalism and big "gates" at

athletic contests, the national physique is deteriorating. With an insufficient appreciation of the seriousness of war, there must follow, in like manner, a retrogression of the moral fibre. TENNYSON'S utterance:

"Let knowledge grow from more to more,
And more of reverence in us dwell,"

has a deeper meaning than that upon its surface. Its purview is omniscipient. All this must sound like the cheapest of cheap moralising, but let the reader call to mind the comments he has heard, and probably made, with reference to the expected fall of Port Arthur, with the terrible carnage it is certain to entail; and the force of We warning cannot fail to strike home. With many others of our fellows, we shall hail the capture of Port Arthur, when it comes, with a huge relief, but the relief will not be because of an anticipated sensation at long last enjoyed. It will be because that event will figure, we hope, as the immediate precursor and harbinger of the end of a disagreeable duty; a war that was necessary to secure peace, but not any more pleasant or humorous to witness on that account.

AN AFFORESTATION SCANDAL.

(Daily Press, 10th August.)

In his interesting report on the afforestation work for the year 1903, Mr. S. T. DUNN, Superintendent of the Botanical and Afforestation Department, makes the following statement under the head of "Forestry":—"The time has now arrived for the Colony to profit to the full extent by the foresight of the Government of a former generation." Mr. DUNN then proceeds to relate that in the late 'seventies tree planting was seriously undertaken, and from 1882 to 1885 the annual expenditure of \$12,000 was expressly sanctioned for afforestation, when from 200,000 to 300,000 young pines were planted each year, and that the annual vote was gradually diminished as the slopes became covered, until it fell to \$3,450. As a result of this policy of tree planting there are at this moment nearly 5,000 acres of pine trees on the island and the oldest plantations "are now ready to fell and replant." Mr. DUNN goes on to say that he has made a very careful examination of the plantations, delineated them on maps and schedules, and prepared the ground work for the compilation of statistics "upon which to found a working plan for the future, but the results have a further interest as showing what return the Government have for their outlay of 'former years.' Following closely up his conclusion that the time has arrived for the Government to reap where they have sown, "to profit to the full extent" by the foresight of previous administrations, Mr. DUNN has started an iconoclastic crusade against the results of the wisdom and energy of his predecessors. We refrained, perhaps unfortunately, from criticism of his report before, believing that his intention was to thin out some of the plantations, which has been done periodically by his predecessors, but from what we have seen at Aberdeen we are driven to the conclusion that the present Superintendent intends to destroy the forests and lay bare the slopes which at such a large expenditure of time and money have been redeemed from barrenness and clothed with a verdure that beautifies and adorns them.

We fear Mr. DUNN has quite misapprehended the motives with which the votes for the afforestation of the island were made. He seems to think that the money so laid out was invested with an eye to future profit. This was really not

the fact. When the first plantations were formed on the slopes above the city of Victoria during the régime of Sir ARTHUR KENNEDY they were made with the double object of beautifying the island and increasing the rainfall. His successor, Sir JOHN POPE HENNESSY, who was an enthusiastic tree planter, and raised the annual vote to \$12,000, did so from the same motives, though we believe he also argued that in a few years it would be possible to obtain some small revenue by thinning out the pines and selling the timber. This has been done from time to time, as much, however, to encourage the growth of the remaining trees as to make revenue, which was never expected to become an appreciable item among the assets. The forests have, however, proved well worth the money expended upon them. They have served to increase the rainfall, and they have helped to make the streams more permanent. They have also transformed the surface of the island, which, when first acquired presented, in winter especially, a singularly barren appearance. Mr. DUNN is apparently eager to again reduce it to that aspect in order to rake in a few paltry dollars for the Treasury. He has already converted part of the slopes round Aberdeen into a waste, and will presumably, unless his ruthless hand is stayed, proceed, block by block, to render the entire island hideous. We cannot believe that for such a consideration, Sir MATTHEW NATHAN will permit this wholesale destruction of our carefully planted and long cherished forests. Not only would it be a piece of vandalism but it would be a reversal of the policy of all his predecessors in office. Moreover it would be an act of sheer folly from a sanitary point of view. The health-giving odours of the pine forests everywhere are too well known to be insisted upon, and they are certainly no less desirable here as a prophylactic against fever. We trust that His Excellency will at once intervene and direct the immediate suspension of these devastating assaults upon what may be termed the sanitary reserves of the island. If it be necessary to prune or thin the plantations, let this be done with care and under the eye of a judicious expert, and not farm out the timber to Chinese to be cut as and where they please. The money is not to be thought of in such a connection. It has taken thirty-five years to cover the nakedness of the land; is it to be tolerated that this shall be re-exposed afresh for a few thousand dollars!

In connection with the above subject we trust the Superintendent of Forests will permit us to make a suggestion. It is that the abounding energy which has been directed upon the utilisation of the trees as a means of revenue should be diverted to the repression of the parasites and weeds that now choke the life out of trees and plants along many of our roads and walks. There are some forms of creepers that overrun the vegetation, smother it, and die in winter, becoming a pestilent nuisance and disfigurement, which are yet very easy of destruction. There are weeds like the sensitive plant that kill the turf and substitute thorns for the pleasant green grass. This pest is quite a newcomer and might yet with careful effort be exterminated. But it is spreading with amazing rapidity and if not checked will soon become a positive infliction, especially to the owners of lawns and gardens. A significant proof of its vigour and marvellous powers of propagation may be remarked from the Peak Tramway. The high bank just below the Royal Artillery Mess, close to Bowen Road Station, is simply covered by this plant, whose purple

blooms clothe it in a colour very different to the turf which is buried beneath it. Last year this bank was cleared of the intruder to all appearance—the fact being that the roots, which are strong and deep, were not removed—and it sprang up again this year, and is flourishing with seven-fold strength. All along the line of tramway, between the Bowen Road and St. John's Place it can be traced by its purple heads of bloom, and it should be promptly weeded out and, if possible, exterminated. The *lantana* is another undesirable plant, which flourishes greatly near the banks of the streams. It has overrun whole districts of Ceylon, and cannot now be eradicated there, but here it has not made so much way, possibly owing to a less fertile soil. These intruders want watching, or they spread, like a fire, and prove even more difficult of control or elimination.

OCCUPATION OF LHASA.

(Daily Press, 10th August.)

It is satisfactory to learn that the British entry into Lhasa has been accomplished without further fighting. Our London correspondent, telegraphing on the 8th inst., says that Colonel YOUNGHUSBAND's forces marched into Lhasa on Wednesday, the 3rd inst., unopposed. The Chinese Amban assisted in the necessary negotiations consequent on the occupation of quarters in this stronghold of the Dalai Lama. It is evident from this account that the Chinese Amban, who previously had shown a rather hostile attitude to the British Expedition, has been instructed from Peking to execute a prompt and complete *volte face*, and did so accordingly. The Chinese Government have no sympathy with Russian intrigues in Central Asia; they have suffered too much already from Muscovite pushfulness; and they have no doubt recognised the fact that the policy of rigid exclusion hitherto so successfully followed by the Tibetan Authorities was neither desirable nor possible. The British Indian Government could not submit to be flouted by a coterie of Buddhist priests before the whole Buddhistic world, and the Peking Authorities have had sufficient experience of British methods to know that once the order to march has been given, nothing will be allowed to arrest the progress of British troops to their goal short of irretrievable disaster. Such a check the expedition under Colonel YOUNGHUSBAND was not at all likely to meet from the Tibetans, and the opposition offered to it was both gratuitous and impolitic, a mere courting of defeat and an unnecessary loss of life. The Lamas had to be taught a lesson, however, which we trust they will take to heart and profit by in the future. They will henceforward know better, perhaps, than to listen to Russian misrepresentations. We hope that the British Commander has full powers to deal with the Lhasa Authorities, even to the point, if necessary, of setting up another and more intelligent priest in power than the Dalai Lama or those who govern in his name.

Meantime one more triumph has been achieved, one more forward movement made and the last of the hermit kingdoms has been compelled to give up its jealously guarded isolation. The natural barriers to exploration in the great highlands of Tibet have hitherto enabled the Lamas to draw an impassable cordon round Lhasa, which Europeans have found it impossible to break, and the only veracious account of the city yet received has been that written by an intrepid Indian traveller who managed by a careful disguise to penetrate into the

Tibetan capital and lived to tell the story of his adventures. Lhasa will now, however, soon be as well known to the world as Seoul, the formerly secluded capital of Korea, but now connected with its port by railway and the centre of a good deal of Japanese and Western activity. The public will have much that is interesting to learn of the great Buddhist centre and will look forward to the descriptions and illustrations which will no doubt soon be published of this unique city. Much of the glamour which at present surrounds this capital will naturally be dissipated by a closer and more intimate acquaintance with it. The mystery that has hung about this depository of the lore and learning of the Buddhistic sages, and the vague idea that much knowledge is hidden in the monasteries of Tibet may perhaps be rather rudely dispelled, for we have a strong suspicion that there is less learning than pretension, less treasure than gaudy display, and more dirt than either in the lamaseries.

CHINESE CLASSICAL BALLADS.

(Daily Press 11th August.)

China has been unfortunate in her translators, and the great body of her early literature, interesting not alone from its historical importance but from its actual beauties, still remains for the most part a sealed book. In one respect China is almost unique amongst ancient nations, and that is in having preserved a great number of her ancient ballads, which we find in the collection called the *Shi-King* or "Classic of Ballads." The preservation of these, we owe entirely to the loving care of CONFUCIUS, and it is certainly one of the greatest, if not absolutely the greatest boon he has conferred on posterity. Yet this collection, invaluable for the light it throws on the early history and ancient mythology of Eastern Asia, remains to all intents and purposes absolutely unknown, so entirely have the modern Chinese, and sequacious translators, failed to grasp not only the language, but still more the circumstances under which its contents were originally produced. Amongst European authors one of the chief causes of this continued mis-understanding has been the erroneous form under which they have been presented to the modern world; and it is unfortunately the case that for this no one individual is more to blame than the late Dr. LEGGE, who in giving the ballads the misleading title of "Odes" has perpetuated all the errors of the school of CHU-HI—a school originated when criticism had fallen to the very lowest depths of ignorance and ineptitude. Unfortunately, from want of previous training, and from a too pronounced devotion to established authority, no worse translator than Dr. LEGGE could possibly have been selected for the task of presenting the ancient Chinese literary remains to the scholars of Europe. With no better preparation for the task than the ordinary "pass" theological curriculum of the Scottish university; and with but scant acquaintance with the literary treasures of his own land, and entirely ignorant of what had elsewhere been accomplished in the world of criticism, he set to in a lighthearted way to translate a body of literature, which even in China itself had long become a dead language. It is true that in this Dr. LEGGE proceeded from no *malice prepense*; the fault was ignorance, but ignorance of such a nature that it would seem incomprehensible, even with the slight knowledge of modern English literature at his disposal. Unfortunately for the history of British

criticism, the blunder is by no means without precedent, and our knowledge of the Buddhistic literature of ancient India was marked by a precisely similar *contretemps*, which might, and certainly should have been known to Dr. LEGGE. I quote from Vol. I. of Max Muller's "Chips from a German Workshop." Speaking of the lack of knowledge of that literature which prevailed in England in the early part of the last century, MAX MULLER remarks:—"The Honourable GEORGE TURNOUR suddenly presented to the world the Buddhist literature of Ceylon, composed in the ancient language of that island, the ancient Pali. The existence of this literature had been known before, and Sir A. JOHNSTON had collected certain well-known works, which at his suggestion had been translated from Pali into modern Singhalese and thence into English. The translation appeared in 1838, and was dedicated to WILLIAM IV. Unfortunately, whether through fraud or through misunderstanding, the priests who were to have procured an authentic copy of the Pali originals and translated them into the vernacular language, appear to have formed a compilation of their own from various sources. The official translators by whom this mutilated Singhalese abridgment was to have been rendered into English, took still greater liberties; and the 'Sacred and Historical Books of Ceylon' had hardly been published before BURNOUR, then a mere beginner in the study of Pali, was able to prove the utter uselessness of that translation."

Now, *mutatis mutandis*, this is precisely what happened in the case of Dr. LEGGE's "Chinese Classics." Unable or unwilling to translate for himself the ancient text, he had recourse to the ever-present "teacher," who, as ignorant of ancient language as were the Ceylon priests of the ancient Pali, palmed off on him a paraphrase in the modern vernacular, which Dr. LEGGE, doubtless in good faith, gave to the world as his rendering of the original, with an equal contempt for the real meaning. The result is equally unsatisfactory for all enquirers into Chinese antiquities, but unfortunately no BURNOUR has risen over the horizon to expose the blunder. The effect of all this is, of course, that no progress has been made in Chinese studies, and that the history and antiquities of ancient China are still in the same befogged and absolutely false predicament as half a century ago.

We have been led to make these remarks by the recent publication of another so-called "translation" of "The Odes" founded on the extremely inaccurate and misleading version of LEGGE. Had LEGGE's knowledge of the early history of his own language been a little more extensive the very fact would have led him to pause before presenting such a crude and ill-digested farago of bad English and worse sense as a possible rendering of ballads whose intrinsic merits had enabled them to pass down from mouth to mouth for nearly a thousand years. Had LEGGE had better knowledge of the classical meaning of the word "ode," which although these compositions were intended to be sung, always presupposed a previously written copy, he would have found some apter title for his uncouth renderings. Had he possessed a better knowledge of the old Chinese language and antiquities he would have recognised that as they are handed down they could never have been intelligible to the ear. As a fact, when they were composed, like the earliest compositions of all nations not yet attained to the use of writing, they were ballads pure and simple;

and in this condition they were handed down, as were such ballads in England as "Chevy Chase" for hundreds of years. CONFUCIUS it is noteworthy never uses any expression with regard to them which could be construed into an indication of their existing in a written form. "Have you learnt the Ballads?" he asks of his son; "if not, you are not fit to talk with." As a fact no one attempted to put them in the fetters of writing for many generations after CONFUCIUS. As a matter, almost of history, certainly within historic recollection, they were not put into the form of writing till the time of the great Emperor Wu, B.C. 139; and the enormous extent to which that rendering is merely phonetic indicates that the accepted story is authentic. Almost to the same extent similar remarks apply to the other fragments of the old literature preserved. The older parts of the *Shu-King* consist, as Dr. Legge must have perceived had he been capable of reading and comparing the original, largely of similar ballads. This is clearly marked in the Yau and Shun Tiens, and is especially conspicuous in the so-called Yu Kung, for here not merely the vocabulary, but the entire grammar and syntax as well as the rhythm of the two portions, are entirely different. We can only attribute to the strange practice of everlastingly consulting the "teacher" the want of appreciation of these apparently self-evident facts. Of course a similar failing is to be noted elsewhere; it is not to an English dominion that one has to go to study Anglo-Saxon, though the difference between modern English and that of our ancestors of a thousand years ago is far less than between modern Chinese and that of eight centuries B.C. Is there no BURNOUT to come to the rescue of the well-meaning, but sadly maltreated student, who really desires initiation into the mysteries of Chinese antiquity, but finds no guide on the lonely shore?

ARE WE DEGENERATING?

(Daily Press, 12th August.)

Dr. JAMES CANTLIE, M.A., M.B., D.P.H., whom many will remember as a practitioner in Hongkong, has written a long article in the London *Daily Chronicle*, entitled "Are we degenerating? The physical state of the English people and some remedies." He broached the subject as long ago as 1885, in a lecture on "Degeneration amongst Londoners," and his latest comments are to the effect that the degeneracy then noticed has spread among the rural population. In this article, Dr. CANTLIE confines himself to physical deterioration, and mentions as the principal causes the quality of food and air consumed by the majority of our countrymen. Therein he has not gone far astray; but he attaches, in our opinion, a false emphasis to the fact that so much of our national food is imported from abroad. He also overestimates, we think, a fact that is none the less true, that the "tied house system" applied to dairies (milkmen contracting to send all their product to Town) has made good milk harder to get for poor children in the country. On the question of fresh air, Dr. CANTLIE touches the inner secret of the trouble, if somewhat unphilosophically. He was the gentleman who, in November, 1886, was ridiculed by *Punch* for proposing that country air should be introduced to the cities by pumping it through pipes.

Having thus utilised the Doctor and his article to introduce the topic that is now forcing itself more than ever upon public attention, we may drop both and consider the matter independently. First of all, it

must be asked: Is British degeneration an actual fact? When first mooted, it was regarded like the lupus cry of the fable, and denied with some heat. Dismissing the observations of those still living, who profess to have noticed the course of the deterioration, we are bound to attach great importance to evidences like the Army statistics recently published, showing how the standards of stature required from recruits have had to be repeatedly lowered. Granting the existence of a general deterioration, our next move must be to ascertain its cause or causes. It must be premised that the average condition of the race must depend upon the environmental influences brought to bear upon the majority of its members. That is just where we find agreement with Dr. CANTLIE, in his proposition that food and air are the predominating factors in the development of the people, and where we take leave of him to follow the consequent deductions on other and surer lines. Dr. CANTLIE considers it important that English people should be nourished with English products. So far as chemical evidence helps us, it does not matter where food comes from, if it be good enough; and we regard the medical gentleman's asseveration that "no imported food can supplant the native products in efficiency" as nonsense. Our own observations have convinced us that the diet of the majority is not wholesome, but that is entirely the fault of the majority. Suitable fare is within their attainment, but they do not elect to take it. Such luxuries as tea, sugar, confectionery, and tinned dainties are now consumed in such wholesale quantities as to be almost entitled to be called staple foods. Why is it? Our theory is so far original that it is bound to be cavilled at. This habit of luxury came in contemporaneously with compulsory and State education; and we say a noticeable shiftlessness ensued upon the cramming of the working classes at the expense of their old-fashioned utilitarian methods. The modern girl of that station, instead of learning to make porridge and bread, absorbs at severe pains to herself the names of the rivers and mountains of South America, and (in later educational times) scientific dress-cutting. The workingman's wife of less than a hundred years ago is an extinct animal. By a quaint sort of phylogenic process, a new species has evolved which reads fashion papers and "society novelettes," and feeds its husband and children on tea (badly prepared), tinned salmon, bought bread (selected for its whiteness) and bloater paste. MOREL, in a famous French book on *Traits of Degeneracy*, attributed the unhealthy deviations from a sound type to poisoning. In denouncing the widespread use of narcotics and stimulants, however, he did not forget to mention the food question. Food which does not properly serve its own end, that is not so nutritious as it ought to be, is no better than if it were tainted. In the large towns, curiously enough, there is no scarcity of right food. There is a saying at Home that the best of everything goes to London. That there is no longer a marked difference between the average physique of the town mouse and country mouse we may explain by the theory that one gets the best air and the other the best food. For air is of no lesser importance than food. That very doubtful blessing of compulsory education which we have blamed for the deterioration in the diet of the rural masses is likewise responsible for the overcrowding of the towns. Well may our economists and sociologists have raised the cry of "Back to the land." The organic detritus

constantly inhaled by the town mouse, the unceasing nervous excitement to which he or she is subjected by town life, both conspire to defeat Nature's aim of a strong and sturdy race. Brains are not of permanent value unless kept in a healthy casket. The well-meaning faddists who two or three generations ago clamoured for a general nurturing of the British brain did not foresee the consequences of the compulsory method on the British body: did not realize, apparently, that the fitness of a nation as a whole depends upon its maintenance of a healthy peasantry that devotes most of its attention to the cult of the body. Water is most valued when the well runs dry. In the present day, when our hewers of wood and tenders of cattle are all running, with Standard VII. certificates in hand, after clerkships and other sedentary and clean-cuff jobs, we have begun to realize that the parent stock, the backbone of the Anglo-Saxon man of brain and beauty, is not what it was.

There is also another probable cause, which is never mentioned, but which to us appears an obvious forerunner of physical degeneration. If we have assimilated DARWIN properly, we suppose it to be understood that Nature adapts its creatures in due course to its creatures' habits. When man abandoned the practice of swinging himself from branch to branch, and with the weapons of his cunning walked upon the ground, his arms grew shorter and less strong. The broadsword and the hammer kept them until recently fairly muscular, and his chest fairly developed. By "until recently" we mean until the universal advent of machinery. It stands to reason that the man who spends his day running round a stuffy engine-shop with an oil-can and a lump of cotton "waste," does not need the physique of his grandfather; nor do his sons beget him grandsons resembling his glorious forebears. The subject is too great for treatment in so short a space. That we have indexed, at any rate, the more probable origins of degeneration is, to us, not a matter of argument. As for possible remedies, the temptation is to cry "Too late! Too late!" Our publicists, who have the subject at heart, may be able even now (we hope) to suggest modifications of the social scheme that, without being too reactionary, may restore at least some of the conditions that made the British the finest folk in all the world. Such a consummation we devoutly wish to see.

HONGKONG JOTTINGS.

(8th August.)

A correspondent inquires whether coroners' inquests are ever held in Hongkong, and, if so, who is supposed to hold them? The answer is that coroners' inquests are held in Hongkong, though very rarely, the Police Magistrates being the coroners. My correspondent asks the question in connection with the death of a European resident who, according to the newspaper reports, was found in the roadway one day last week with a bad wound on his forehead. It is suggested that the unfortunate man's fall was occasioned by certain repairs which were being done to the road. I agree that if this is all that is known of the matter, a coroner's inquest should have been held to determine whether or not the accident was due to any neglect to insure public safety on the part of the persons effecting repairs to the roadway in question, or whether, as might conceivably have been the case, the wound was caused in any other manner.

A few nights ago I witnessed on one of the wharves a man in a rage with a coolie. "I don't understand your vermillion language," he began, wrathfully, and much to my amusement, "but

how dare you, you, you—" Well, it would never do to give in a newspaper a verbatim report of the avalanche of lurid words which the stupidity of the coolie caused to fall from the lips of his offended master. The next morning I read in the *Daily Press* a paragraph headed "Why Men Swear," in which the excuse given was that the working man never learns a tithe of the expressive adjectives and adverbs that abound in our language. But his soul hankers after something more virile than "very" and "extremely," and in his meritorious but unlearned endeavour to be picturesque he falls into the error of profanity. This paragraph assumed that it is only the illiterate working man who swears, but many who swear roundly would be greatly offended if on that account they were regarded as illiterate. The man I saw swearing on the wharf was an absolute stranger to me, but he was apparently in the social scale a plane above the working man. If he had not the excuse of the illiterate how would you account for his use of disgusting language in a public place and within the hearing of several ladies, except on the grounds of moral depravity?

His Excellency the Governor has naturally spent a very busy week making himself familiar with the topography of the Colony and with its most prominent citizens. One little change the public has been quick to notice in connection with His Excellency's movements about town. His Excellency has eight crimson-clad coolies to his chair instead of four. Not since the gubernatorial reign of Sir John Pope Hennessey has a Governor of the Colony been borne in his chair by eight men, except on very rare occasions; but as on the mainland a Viceroy is always borne by eight men it is rather a matter of surprise that the King's representative in Hongkong, with its large population of Chinese, has not always deemed it desirable to move about with a corresponding equipage.

The decision of the Chief Justice in the Bamboo Pole Case has evidently given unqualified satisfaction, not only because such a decision was generally desired, but because his lordship clearly demonstrated in his lengthy judgment that the law on the subject does not so strangely conflict with the public convenience and safety as the Magistrate who raised the question in the Police Court reluctantly concluded it did. While regretting the difference of opinion in the Higher Court on the question, and while admiring the conscientiousness of the Puisne Judge who supported the Magistrate's view of the matter, the public judgment is absolutely in accord with that of the Chief Justice. With all due deference, I suggest that the arguments of His Honour the Puisne Judge are more specious than sound. Take for example, His Honour's illustrative parallel—the case of a man carrying a rifle. How can we make the distinction, he asked in effect, between the man carrying a rifle on the pavement and the coolie with his carrying-pole? The intelligent policeman might readily note that distinctions exist which make an appreciable difference in the degree of annoyance and inconvenience caused to the public in the two cases. First it will be noted that the bamboo pole is half as long again as a rifle, and then it will be observed that while a man carries his rifle at the shoulder, the coolie, as a rule, carries his pole horizontally on the shoulder. If the man properly carrying his rifle turns suddenly to the right or left he does not usually strike the man behind him on the head with the rifle barrel, but I have seen the horizontally-borne bamboo pole strike as many as three persons at one turn of its human pivot. If a man carries his rifle so improperly or carelessly as to annoy or incommode the public then he ought to suffer the same penalties as the pole-carrying coolie. It is in the interests of public safety and convenience that laws are made, and the man who annoys or incommodes the public, whether with a bamboo pole, a rifle, or anything else, ought to be taught that it cannot be done with impunity. The point for the policeman and the magistrate to decide is whether the thing carried annoyed or incommoded the public using the footpaths. It is after all a very simple question.

BANYAN.

THE WAR.

[FROM OUR OWN CORRESPONDENTS.]

STEAMER SERVICES TO JAPAN CEASE.

LONDON, 5th August.

The P. & O. steamer *Malacca* leaves Algiers on her Eastern voyage to-day. The P. & O. Company, and the Holt line, have decided to refuse cargo for Japan.

DECISION IN "KNIGHT COMMANDER" CASE.

LONDON, 8th August.

The Russian Prize Court at Vladivostok has declared that the steamer *Knight Commander* was a lawful prize, and that the sinking of her by the Squadron was therefore justifiable.

ENGLAND AND RUSSIA.

LONDON, 9th August.

Grave anxiety is still felt over our relations with Russia. Mr. Balfour, the Prime Minister, announced to-day that Great Britain maintains its position with regard to the seizures of English ships.

ENGLISH PRISONERS AT TOMSK.

KOBE, 10th August.

The commander of the sunken steamer *Idzumi* telegraphs from Tomsk that all the members of his crew were saved, and are all well at Tomsk. At that place are also, safe and well, sixty-six men and thirteen officers of the *Sado Maru*. The latter include Messrs. Anderson, Kerr, Dring, and Carmichael.

[JAPANESE OFFICIAL TELEGRAMS.]

THE TOMUCHING CASUALTIES.

TOKYO, 5th August.

Our Tomuching attacking army reports that in that engagement our casualties numbered 860, whereof 194 were killed and 666 wounded. We buried about 700 corpses of the enemy with due respect. We captured six field-guns, many rifles and shells, and large quantities of flour, barley, ammunition etc. General Kuroki reports that in the engagement of Yushulintzu and Yangtzu-ling, our casualties totalled 946, including 40 officers. The enemy's casualties are estimated at 2,000 at least. We captured eight officers and 149 men, two field-guns and many rifles, tents, shells, etc.

THE YUSHULINTZU VICTORY.

TOKYO, LATER.

According to the detailed report now received from General Kuroki, relating to the Yushulintzu fighting on the 31st ultimo, the Russians had one of their heaviest reserves five miles away, at Pyenling, south of Yushulintzu. Our detachment managed to turn the flank of the retreating Russian column, and poured in a severe fire upon its whole line, the range varying from two hundred to a thousand metres. This column, so badly cut up, consisted of three regiments of infantry with four guns. In the afternoon parties of Russians returned to the field, flying the Red Cross flag. We ceased fire, and permitted them to carry away their wounded.

NAVAL FIGHT AT PORT ARTHUR.

Tokyo, 11th August.

The various reports from Talienwan show that the Port Arthur squadron emerged on the morning of the 10th inst., and that a severe naval battle ensued till sunset. In the night, our destroyer flotillas seem to have attacked the enemy's squadron.

At dawn yesterday (the 11th) the *Retvisan* and another battleship of the *Pobieda* type appeared, retreating towards Port Arthur.

[REUTER'S SERVICE.]

THE "KNIGHT COMMANDER" INCIDENT.

LONDON, 7th August.

The Vladivostok Prize Court justifies the sinking of the *Knight Commander* on the grounds that the cargo and the vessel were lawful prizes, as railway material, destined for Chemulpo via Japan, was on board.

ENGLAND STANDS FIRM.

LONDON, 9th August.

Mr. Balfour pointed out in the House of Commons that the case of the *Malacca* was the first of the kind that had arisen since the treaty of Paris. The settlement was of the nature of a compromise. Since Russia showed a desire to meet Great Britain his object was to prevent the incident from causing a great strain on the two countries. Mr. Balfour in nowise regretted that we did our best to meet Russia, who had made no impracticable suggestions. We adhere to the opinion that the grounds advanced for sinking the *Knight Commander*, whether true or not, do not justify the act, and we have not abandoned our position in the smallest degree.

RUSSIA CLAIMS A BIG VICTORY.

LONDON, LATER.

General Stoessel reports that the Japanese attacks on the 27th July extended along the whole front and continued till 8 o'clock in the evening, when they were everywhere repulsed with enormous losses. The enemy numbered 70,000.

WAR ITEMS.

P.M. "KOREA" AND THE RUSSIANS.

The Pacific Mail s.s. *Korea* arrived at Hongkong from the Pacific Coast on the 11th inst. The Vladivostok Squadron, it will be remembered, was waiting for her off the coast of Japan, but she got safely to Yokohama notwithstanding, on the 29th ult., to the great relief of all at that city. She was befogged off the coast of Japan for two days. On the day before she entered Tokyo Bay the Russian fleet was in Sagami Bay, off the entrance to Tokyo Bay. The war vessels must have passed quite close to her. The Russians, it is understood, believed there to be two submarines on board, besides foodstuffs. The Company's agents at Japan did all they could to have outgoing vessels warn the *Korea*, but as no message reached her she would not have made any attempt to show the warships a clean pair of heels had she met them—she has power enough to do so.

RUSSIAN SEIZURES OF CARDIFF COAL CARGOES.

The question of recent captures of merchantmen by the Russian Vladivostok Squadron was discussed by the Cardiff Shipowners' Association. In the case of the steamship *Allanton*, which was seized notwithstanding that she was carrying coal to a neutral port, it was resolved that representation be made to the Foreign Office on the ground that the principle involved was of great importance to the shipping trade of Great Britain, which might be seriously affected if the seizure were allowed to pass unchallenged.

MINES IN THE HIGH SEAS.

The C. N. S. *Hunan*, bound from Chefoo to Newchwang, observed a floating mine thirty miles west of Port Arthur on July 27th. She lowered a boat and found that the mine was securely anchored in the ocean highway. A duplicate captured by the Japanese was seen in Saseho. There were five glass tube detonators at the foot of a long projection. They hit the mine three times with a Winchester rifle at 400 yards' range without fracturing the tubes. The captain made accurate cross bearings. Two hours later, two Japanese destroyers,

steaming thirty knots, in the offing, signalled the *Hunan* to stop. They instantly boarded her and searched the ship for contraband. The captain reported the location of the mine, and the Japanese promised to destroy it immediately and left heading for it. It will perhaps be remembered, says the *N.-C. Daily News*, that it was reported some time ago that the Russians were buying all the junks' anchors they could get in Newchwang, ostensibly for the construction of a bridge of boats over the Liao. These anchors were doubtless bought for use with mines.

THE DARDANELLES.

A Berlin telegram to Shanghai mentioned that the Russian man-of-war *Tschernomoritz* had passed the Dardanelles. The *Tschernomoritz* is not a Volunteer cruiser entitled to pass at any time as a commercial steamer. It is a ship of similar class to the *Koreetz*, and its passage (if it actually took place), is an impudent infraction of treaty.

JAPANESE GUNBOAT'S NARROW ESCAPE.

A Tokyo telegram to the *N.-C. Daily News* on the 1st instant says that while the mine-clearing flotilla under Commander Hirose was engaged in disposing of the enemy's mines off Lung-wantung, Port Arthur, on the 26th inst., the clearing rope got foul of the screw of a gunboat, so that the gunboat was unable to move. She was fired at by the enemy's shore batteries and gunboats, and torpedoed by his destroyers, but she managed to retreat to Siaopingtao after an hour's exertions. Commander Hirose and ten others were wounded.

LATEST FROM PORT ARTHUR.

A number of Russian refugees, who left Port Arthur on the 2nd, arrived at Chefoo on the 3rd instant, and reported that the Japanese troops are close to Port Arthur. Their shells fell inside the town, while the Russian men-of-war were bombarding the Japanese position from the harbour. Since the 26th ult. the fighting has been raging with great severity, except on the 28th ult., when the fire slackened a little. Non-combatants are compelled to find shelter outside the port, for fear of being made a target for shells, or being forced to join the volunteers.

RUSSIAN SORTIE FROM PORT ARTHUR.

While the Japanese destroyers were engaged in blockading work at Port Arthur, twelve Russian destroyers and four torpedo-boats, with gunboats, attempted on Monday evening (1st inst.) to pass Liaotishan. They were promptly checked and regained the harbour, being under Japanese fire for twenty minutes altogether. It is difficult for more than perhaps a single vessel to run the Japanese blockade.

NO STAND EXPECTED AT LIAOYANG.

It is reported in military circles in St. Petersburg that General Kuropatkin has decided to evacuate Liaoyang shortly, though not without fighting. Winter quarters are to be prepared at Harbin for the Russian troops.

RUSSIAN PRISONERS TRY TO ESCAPE FROM JAPAN.

It seems that the intentions of the Russian prisoners of war who effected their escape from the Public Hall at Matsuyama and were subsequently recaptured, were not so innocent as was surmised. An examination of them proves, says the *Kobe Chronicle*, that they intended to make their way back to Russia. It is said that Captain Melinsky was the ring-leader, and that he instigated the others to make their escape. The plan of the officer was that they should make their way to the sea-shore and there buy or commandeer a boat and proceed to Kobe, where the officer intended to seek advice as to the course to be taken for returning to Russia. All of the men had cut their hair very short and shaved off their beards. They had in their possession tinned meats, bread, salted beef, water, umbrellas and knives. Captain Melinsky carried with him a beef knife, net, and a map of Japan printed in English.

THE SIEGE OF PORT ARTHUR.

Special telegrams to the *N.-C. Daily News* state that the attacking army continued its advance on the 24th, 25th, and 26th ult., and occupied a position about five miles from Port Arthur. After a furious attack on the 28th and 29th ult., the Japanese occupied a position where the Russian hospitals were established. The Russian casualties were numerous. The army is now stationed at a point about two and

a half miles from the enemy. Although the enemy's forts have been so strengthened as to be considered impregnable, they are all expected to fall into our hands before long.—A European who left Port Arthur on the 29th ult. and arrived at Têngchou states that the Japanese troops occupied two forts at Laolung-tou on the 27th ult. They retired on the 28th, when the Russians reoccupied the forts, but the Japanese seized them again, taking a roundabout way from the west coast, and cutting off the retreat of the Russians, many of whom in the confusion were drowned in the sea. The Japanese troops on the 28th ult. had reached a point four miles north-east of Port Arthur.

A QUEER STORY.

H.M.S. *Ocean*, which arrived at Weihaiwei on the 2nd inst., reported, says the *N.-C. Daily News*, that she was followed by a large cruiser which, when requested, refused to show her colours until, when she came close, the *Ocean* cleared for action, and the cruiser then flew the German flag.

"JACK LONDON" IN A BAD TEMPER.

"It is only natural that you should receive favourable reports from the front," said "Jack London" to an American paper. "To begin with, unless one praises the Japanese in one's reports the military censor is very liable to toss the despatch into the waste-paper basket, while reverses to their arms are not allowed to be sent at all. Consequently one hears little but good about them. Personally I dislike their methods of procedure very much, and I do not think there is one foreign correspondent with the Japanese forces who will say a kind word for them after he is out of their clutches."

C.M.S. "TSINAN" ARRIVES AT HONGKONG.

The China Navigation s.s. *Tsinan* has arrived from Japan. Capt. Brown, interviewed by a *Daily Press* reporter, describes his exciting experiences with the Vladivostok squadron as follows:—

The *Tsinan* was on a voyage from Hongkong to Yokohama with general cargo. Approaching the Japanese coast, on the afternoon of the 24th ult., we sighted three Russian warships, which afterwards turned out to be the Vladivostok Squadron. The three vessels were named *Rossia*, *Gromoboi*, and *Rurik*. It was about 4 p.m. when the vessels had approached close to us. One of them, the Admiral's ship, no doubt, hoisted signals for us to "stop instantly"; and we did so. A boat of armed men, and two officers, then put off to us. One of the officers, accompanied by a signalman, boarded, and asked for my papers, which I had all ready. After examining my manifest the officer signalled off to the flagship, and the Admiral replied. He said he was not going to send a prize crew on board, but desired us to take the *Lascars*, 21 in number, of the s.s. *Knight Commander*, which had been sunk by the squadron. He said, indeed, that as the *Lascars* were British subjects we would have to take them. While the men were being transported to my ship the officer sat down and had a whisky and soda with me. He said they were all tired of capturing unarmed merchantmen, and were "spoiling" for a fight. He had lost count of the number of small Japanese freight craft they had sunk. I might mention, by the way, that the officer spoke excellent English. His accent and gesticulations, however, were just what one would expect from a Frenchman. He made a great boast of being on the Tokyo side of the coast. The Japanese, according to him, were at present suffering severely from "swollen heads," but they were sure to get a big "take down" before long. The Port Arthur Squadron was in good condition. War, he thought, was likely to be carried on for a long time. Russia, of course, being victorious in the end. He admitted that the Japs had had a bit of their own way so far, but they were about to get a big set back. Rice, he mentioned to me, was contraband of war. I was ordered to reduce steam, and finally when he left me he told me to keep my ship stationary till the squadron had disappeared over the horizon. I proceeded on my journey as the light was failing.

The engineering corps of the Chili First Standing Army under the supervision of Chang have completed making a modern road from Paoyang to Shanhaikwan.

SUPREME COURT.

Monday, 8th August.

IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND T. SERCOMBE SMITH (PUISNE JUDGE).

CHAN UT SUI AND PUN KAN SHAN Y. CHU LEE AND CHU PING.

The Court heard an appeal against the decision of the Chief Justice in this case. Mr. M. W. Slade (instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master solicitors), appeared for the appellant; and Messrs. E. H. Sharp, K.C., and H. E. Pollock, K.C. (instructed by Mr. J. Scott Harston, of Messrs. Ewens and Harston, solicitors), for the respondents.

The case was originally brought by the plaintiffs to determine the respective rights of themselves and the defendants, with regard to a certain portion of the Praya Reclamation which is situated in front of Marine Lot 53 (A). The plaintiffs ask that it should be declared by this Court that they are entitled to the area of reclaimed land marked red on the plan annexed to certain Articles of Agreement between one Chu Chuen and Mr. Bruce Shepherd, on behalf of the Governor of Hongkong, dated 5th October 1889; that is to say, to such proportion (from front to back) of the whole of the Reclamation to Marine Lot 53 (A), as the frontage of the plaintiff's property, Station B and D of the said Lot upon the old Praya, bears to the whole frontage of Marine Lot 53 (A) upon the said roadway. The defendants, who were sued as the executors of one Chu Chuen, deceased, denied, in their defence, that the plaintiffs were entitled upon the true construction of the Praya Reclamation Ordinance, 1889, to any part of the reclamation, and they pleaded that they (the defendants) were in possession of such reclaimed land. At the date of the action the plaintiffs held B and D, formerly held by their predecessor in title, Yin Chow, who died in 1893; and the defendants held Section A and "the remaining portion" of Marine Lot 53 (A), by devolution of the property from Chu Chuen, who died in 1898. The whole of the frontage, therefore, on the old Praya, of Marine Lot 53 A was taken up by Sections B and D and the "remaining portion."

When the Chief Justice delivered judgment on the original hearing he said the first question to decide was, to what portion of the disputed reclamation Yin Chow was entitled as frontager. His answer was "the whole." That being so, had Yin Chow or had the plaintiffs as his representatives so conducted themselves in the matter as to make it unfair and inequitable that the defendants should be held trustees for the whole? It seemed to him that, if the plaintiffs were willing to refund with interest at 8 per cent. the \$2,000 paid by Chu Chuen to Mr. J. D. Stephens and the money contributed by Chu Chuen and the defendants towards the cost of making the Praya, he ought to decree that the Crown Lease of the whole disputed portion of the Reclamation ought to be granted (on payment of any further contribution that might become due as final settlement of the Praya Reclamation accounts) to the plaintiffs or, if granted to the defendants, that the land must be held by them in trust for the plaintiffs.

Mr. Slade in his argument contended that by not entering into the reclamation agreement within the time limited by the Reclamation Ordinance Yin Chow, the predecessor in title, gave up every legal right that he had under that Ordinance. What the Court had to do was to construe the undertaking with reference to this land and to say what amount of the reclamation should be assigned to the respondents under the limitation.

Mr. Sharp said the defendants had contended from the beginning that the back section holders were not entitled to the frontage. The question for their Lordships was what was the meaning of the words "equitable proportion" in the Ordinance.

After a discussion which lasted all day the case was adjourned.

Tuesday, 9th August.

IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND T. SERCOMBE SMITH (PUISNE JUDGE).

CHAN UT SUI AND PUN KAN SHAN V. CHU LEE AND CHOW PING.

The Court heard further argument in this appeal against the decision of the Chief Justice. Mr. M. W. Slade (instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, solicitors), appeared for the appellant; and Messrs. E. H. Sharp, K.C., and H. E. Pollock, K.C. (instructed by Mr. J. Scott Harston, of Messrs. Ewens and Harston, solicitors), for the respondents.

Their Lordships reserved judgment.

Wednesday, 10th August.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE.)

TUNG HIP LOONG V. THE PO HANG BANK AND CHEONG PO CHEE.

The plaintiffs sued for the sum of \$300 said to have been delivered by them to the defendants and not remitted by the latter. Mr. John Hastings appeared for the plaintiff, and Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, for the second defendant, Cheong Po Chee.

Mr. Hastings said that Cheong Po Chee was sued as a partner in the Po Hang Bank.

Mr. Looker denied that his client was a partner, and stated that he appeared under protest.

Mr. Hastings said the main question in the case would be partnership or no partnership.

Mr. Looker contended that that was not the question. The writ served against Cheong Po Chee was bad. He was not served with the writ as a partner, but as an individual, and as a matter of fact he was not a partner. Again, the writ was served upon the Po Hang Bank as lately carrying on business at 137, Queen's Road, Central, and now at 193, Des Vaux Road. Cheong Po Chee had always been at the latter address. If he was sued he must be sued in the firm name.

Mr. Hastings argued that they were entitled to serve Cheong Po Chee as a partner, and all the other partners as well. They named Cheong Po Chee specially because it was he whom they wanted to get at.

His Lordship remarked that it was not made plain on the writ that the plaintiff was suing Cheong Po Chee as a partner.

After further discussion, evidence was led and the case was adjourned till next Friday.

Thursday, 11th August.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE.)

CLAIM FOR COMMISSION.

Lau Kam Sing sued Tsang Kang for \$265.60 being commission on the purchase by the defendant of 9,000 barrels of Portland cement. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, solicitors, appeared for the plaintiff, and Mr. H. Hursthouse, of Messrs. Dennys and Bowley, solicitors, for the defendant.

Mr. Grist in his opening statement said that the plaintiff was compradore of Dan Chee and Co. Defendant was a contractor carrying on business here. Some time in July, 1902 defendant entered into a contract with Dan Chee & Co. for the purchase of 9000 barrels of cement. He was introduced by the compradore, and the compradore claimed from him in respect of that purchase commission at the rate of one-half per cent. on the price. There was no specific contract to pay this money, but there was the usual custom of the trade here, and the custom was that where a Chinese firm was introduced to a firm carrying on business here through a compradore, and the compradore guaranteed the contract, he should be entitled to charge the purchaser a percentage

on the purchase. That was the plaintiff's contention. He did not know whether the defendant admitted that he was induced to enter into this contract by the compradore?

Mr. Hursthouse—No.

Evidence was taken.

The defence set up by Mr. Hursthouse was that it was not a question of custom with Chinese in these matters, but whether it was in consonance with British law and reasonable in this case, as the plaintiff had had nothing to do with this contract being entered into and did not even act as interpreter at the introduction.

Owing to the absence through sickness of one of the witnesses for the defence, Mr. Wright, the hearing was adjourned.

SUIT FOR BOARD AND LODGING.

Mrs. Watling, of Zetland House, sued W. J. Hobbs for \$87.25, money due for board and lodging. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, solicitors, appeared for the plaintiff, and Mr. P. W. Goldring, solicitor, of Mr. John Hastings's office, was for the defence.

The plaintiff stated that defendant came to her house in April at \$75 a month, along with another boarder. On 3rd or 4th May defendant was taken ill and went to hospital. He came back during the month to his old room. About the end of June he left.

Cross-examined—She agreed with the defendant to accept \$35 in full settlement of his account for May. During June defendant's old room was let to two Americans—to one for twelve days and to the other for a week.

Mr. Goldring stated that, his client did not sleep out of the hospital until 6th July. During June he was allowed out of hospital every day, and went to Zetland House simply for tiffin with the friend with whom he had previously shared the room.

After further evidence.

His Lordship said the question he had to decide was whether there was a continuation of defendant's contract for board and lodging. He felt unable to imply that there was a continuation of the contract so long as defendant was away in hospital or that there was any agreement express or implied that Mrs. Watling should keep this room or a proportion of it during the month of June. But he went there sometimes and signed chits, and he must pay for what he got. Judgment for \$24.25, of which \$23.25 had been paid into Court, and costs.

TUNING A PIANO.

The Robinson Piano Co. sued J. Lambert, superintendent engineer of the Dock Co., for \$37.30, being balance of account due and \$10 for two tunings of a piano. Mr. Goldring was for the plaintiffs; Mr. Grist for the defence.

Mr. Goldring stated that plaintiff was on the piano-tuning subscribers' list. At the end of two tunings he came and said he should not be on the list.

Mr. Grist said he might shorten the case by stating that the piano was bought on the instalment system, and part of the contract was that it should be kept in tune until the purchase money was paid, after which the tuning ceased. But twice after that date two tunings were done by the Robinson Co. although defendant had engaged somebody else to do it. There was no dispute as to the balance of the account which had been paid into Court.

His Lordship remarked that the question was whether this work was done when defendant was a subscriber or, if after he was a subscriber, it was done at his request. After hearing evidence his Lordship found that defendant was not entitled to pay the \$10 charged for the two tunings. He gave judgment accordingly for defendant in respect of this sum, and judgment for plaintiffs for the balance of account paid into Court.

Bennet Burleigh, war correspondent, is being "roasted" at Home for the ridiculous posture he assumes in his despatches, of adviser to the Japanese, and his air of "I told them how to do it" after a Japanese victory. The *Saturday Review*, not to be behindhand, suggests that it is unlikely the Japanese, made famous by a few months of flawless campaigning, would listen to the advice of a civilian member of a nation that makes a mess of its own wars. It seems a waste of *Saturday* energy to tweak the lion's tail in order to pull a mere reporter's nose.

HONGKONG SANITARY BOARD

A meeting of the Sanitary Board was held on the 11th inst, in the Board Room. Dr. J. M. Atkinson presided, and there were also present Hon. P. N. Jones (Vice-President), Hon. A. W. Brewin, Registrar-General; Major Sparks, R.A.M.C.; Mr. Lau Chu Pak, Mr. Fung Wa Chun; Mr. A. Ramjahn; Mr. H. E. Pollock, K.C.; Mr. E. A. Hewett, Dr. W. W. Pearse, Medical Officer of Health; Dr. H. A. Macfarlane, Assistant Medical Officer of Health; and the Secretary.

TYPHOID FEVER AND WELL WATER.

There was submitted correspondence relative to a case of typhoid fever at No. 9 Wengnei-cheong, and report by Dr. Hunter on the bacteriological examination of three samples of water from a well on the premises.

The PRESIDENT stated that from the report of the Sanitary Surveyor it was seen that some of the drains at any rate were defective. It appeared from the report of the Bacteriologist that the well was contaminated, considerable sewage getting into it by some means or other, and as they knew a case of typhoid, the only thing to do was to move the closure of the well. He moved accordingly.

Mr. POLLOCK seconded, and the motion was agreed to.

BATHS FOR BETTER CLASSES.

Correspondence was laid on the table relative to the advisability of setting apart some baths for the use of the better classes and charging a small fee therefrom.

Inspector J. A. Lyon reported that the bulk of the baths at Wanchai were used by the coolie class with the result that the better classes had been now almost entirely driven away; and he directed the attention of the M.O.H. to the desirability of having some of the baths reserved or some alteration made in the existing system.

Dr. Pearse suggested that perhaps it might pay to set apart some baths for the use of the better class by charging a small fee. The Board might consider the matter.

Mr. Lau Chu Pak minuted:—What is meant by "better class"? I don't think the well-to-do Chinese will avail themselves of these baths, nor will the shopkeepers care to mix up with the coal coolies in the same building. Before going into the question seriously, let the Inspector submit the sketch of the proposed alteration.

Mr. A. Ramjahn:—I think instances should be quoted by the Inspector that "the better classes have been now almost entirely driven away," and how many of the better classes of Chinese have used the baths.

Mr. E. A. Hewett:—I very much doubt if any Chinese above the ordinary class will make use of a public bathhouse even if reserved for paying visitors. I should like to hear the views of the Chinese representatives on this subject.

Mr. POLLOCK said he agreed with Mr. Ramjahn and Mr. Lau Chu Pak that some more information should be thrown upon this subject by the Inspector before they could act upon it.

The PRESIDENT remarked that the Chinese representatives did not appear to think that the better class of Chinese would use the baths. Therefore he did not think it would be of much use for the Board to recommend that a charge should be made. The baths were provided with the object of the better classes of Chinese using them. At present they were used by the coolie class. They could refer the matter back to the Inspector.

Mr. POLLOCK moved that this be done.

Mr. LAU CHU PAK seconded, and the motion was agreed to.

JARDINE, MATHESON AND CO.'S OFFICES.

Further correspondence re the application for permission to erect six water-closets and three urinals at 2, Pedder Street, was submitted.

The PRESIDENT said a letter had been sent to the architects asking for further information, and Messrs. Jardine, Matheson & Co. had replied that there would be shops on the ground floor but it was not intended that Chinese should sleep on the premises. According to their original letter there would be 25 Europeans and Americans residing on the premises, and there might be 50. Blocks of offices were amongst the class of buildings which the committee con-

sidering the question of the adoption of water-closets recommended as being possible of exemption. He moved that the application be granted under the usual conditions.

Mr. RUMJAHN seconded, and the motion was agreed to.

BALCONY WINDOWS.

Application was made for permission to erect certain moveable windows on the second floor verandahs of Nos. 16 and 17, Connaught Road.

Mr. HEWETT pointed out that these premises, although corner buildings now, were facing the Praya, and would not be corner buildings when the next block was built. He thought the whole matter should be discussed.

Mr. FUNG WA CHUN said they had refused permission to put iron bars into verandahs. How then could they grant permission to erect outside windows to verandahs such as were proposed here?

Mr. RUMJAHN held that moveable windows would improve the sanitation of these premises. The premises had the sea in front extending two or three miles. In houses in the European reservation if there was a space of only five feet in front enclosed verandahs were allowed. The houses in question were not divided into rooms as houses in the reservation could be, so that circulation of air could more easily be effected. The windows in the verandah could be kept constantly open in good weather, and during inclement weather they could be closed and the house windows still left open. The Board should grant this application.

The PRESIDENT stated that the applicants wanted the windows for protection from the rain.

Mr. POLLOCK remarked that these were business premises and would not be used for sleeping purposes.

The REGISTRAR-GENERAL said that verandahs were not supposed to be used for business purposes.

Mr. POLLOCK replied that he was speaking only of these second floor verandahs.

Dr. PEARSE pointed out that in the reservation, houses stood on their own land. Section 139 referred to houses on Crown land. It was not the intention of the Government to make people a present of an extra 100 or 150 square feet of land.

Mr. RUMJAHN argued that verandahs either on Crown land or in the reservation could be enclosed. There were instances, which he could specify, in Caine Road where verandahs were being enclosed on Crown land.

Dr. PEARSE said that he had just sent up to the Director of Public Works a list of houses in Nos. 3 and 4 Districts the verandahs in which had been enclosed without permission. Perhaps Mr. Rumjahn was referring to some of these.

Mr. RUMJAHN stated that they were situated within a stone's throw of the European area and were European houses.

Mr. HEWETT asked if the President's reading of the section was that these balconies could not be enclosed without permission of the Board?

The PRESIDENT—Yes.

Mr. HEWETT said he had understood Mr. Rumjahn to say that they could not refuse them.

Mr. RUMJAHN disclaimed that intention, remarking that the permission of the Board must be obtained.

Mr. POLLOCK moved that the application be granted, as these floors were not going to be used for sleeping purposes.

Mr. RUMJAHN seconded.

On a division the motion was defeated by six votes to three.

ANALYSIS OF WELL WATER.

Dr. Macfarlane, Assistant M.O.H., sent in for analysis a sample of water taken from a well situated between the kitchens of 15 and 16, Fuk Sing Lane, Yaumati.

The Government Analyst, Mr. A. C. Franklin, reported that he was of opinion that the water was so contaminated with impurities as to be unfit for drinking purposes and likely to prove injurious to health.

The Registrar-General and Mr. Hewett minuted their opinion that the well should be closed.

With regard to water from a well on the ground of Erancee Bungalow, Kowloon, the Analyst reported that it was fit for potable purposes.

Reporting on a sample from a well in the rear of Ribeiro's Bungalow, Kowloon, the Analyst was of opinion that it was so contaminated with impurities as to be unfit for drinking purposes and likely to prove injurious to health.

It was agreed to close the two impure wells.

PUBLIC WATER SUPPLIES.

Mr. A. C. Franklin, Government Analyst, reported that the analyses of the water supplies of the Colony for July showed the water to be of excellent quality.

RATS.

During the fortnight ended 8th inst. 979 rats were destroyed in Hongkong and Kowloon. Of these, 57 were infected.

There was no other business of public interest.

INQUEST.

Re FRITZ EDWARD SHUSTER, DECEASED.

Mr. H. H. J. Gompertz, acting as coroner, on the 10th inst. held an inquiry into the circumstances of the death of Mr. Fritz Edward Shuster, who met with his death on the 3rd inst.

Messrs. H. M. Webb (foreman), James Spencer Duff, and Geo. Banker were sworn as jurors.

Mrs. Shuster, widow of the late Mr. Shuster, who was employed as an engineer at Quarry Bay Sugar Refinery, said: I last saw my husband on the 8th instant at the Metropole Hotel. I got into the tram with my husband at the Metropole Hotel to go home. We remained on the tram about ten minutes, but it did not go. Then I got off because my husband was quarrelling with sailors. I asked my husband to get off, but he would not come. I waited in the Metropole Hotel for about 20 minutes, and then took a ricksha to my mother's house at the Race Course. My husband had not come out of the tram when I left. I did not see my husband alive again. My husband did not give any reason for not getting out of the car. He wanted to go to Quarry Bay. He quarrelled with a sailor because the sailor wanted to go to Arsenal Street, and my husband wanted to go to Quarry Bay. There were no blows struck. When we went to the Metropole we were on our way to Quarry Bay. My husband had had two glasses of beer; he was in a quiet state. Before that, at about 4 p.m., he had one glass of whisky and soda. I was with him all the afternoon up to 9.30 p.m. To my knowledge he had no other drink. We left my mother's house to go to Quarry Bay.

By Police Inspector Gauld: When I left in the ricksha my husband was still in the tram; the tram had left. I came back to look for my husband.

Lam King San, a tramway money collector, sworn, said:—On Tuesday last I was on tram No. 4. That night I saw Mrs. Shuster on my tram. She got off the tram; she was with a man. She remained on the tram about five minutes, but the gentleman did not get off. When I left the Metropole Hotel he was still on it; that was at 9.30 p.m. for Hongkong. The gentleman got out at Jardine's Sugar Works. On the tram the man was quiet. I heard him speaking to three seamen. He spoke in low tones. The sailors were still on the tram when he got off. They got off at Ship Street. I saw the gentleman get off. He did not stumble. The car was stopped at the time. That is the last I saw of him.

By Inspector Gauld: A notice had been put on the tram, but it was pulled down later. It was up when the lady and gentleman got on the car.

By Jury: The reason the car stopped at Jardine's Sugar Works, not a regular station, was because the trolley jumped the wire. It stopped for about a quarter of an hour. During that quarter of an hour only the gentleman got off. He got off just before the car started.

Dr. William Hunter, sworn, said: On 2nd inst. a European male, aged about 35, was brought to the mortuary. The body was in charge of P.-Constable No. 2. It was identified in my presence by Police Constable No. 2; by Constable No. 269; Sergeant No. 59; and by the wife of deceased. I made a post mortem examination. I found on external examination a considerable amount of bruising with wounding

over the right side of the face. The right eye was very much swollen. There were no other external injuries. On examining the right side of the face and head I found a large amount of hemorrhage beneath the skin. This was particularly well marked over the right eye and the temple. I found the temple bone fractured. There was also hemorrhage beneath the temple bone, pressing upon the brain. I examined the other organs and found everything healthy. I am of opinion that deceased met his death by fracture of the skull and subsequent concussion of the brain.

By Mr. Gompertz: It could have been caused by a fall. If he had been stepping out of a tramcar and fell forward that might have been sufficient. Deceased was a heavy man of at least 160 lbs. I do not think if defendant tripped over a 2½ foot curb-stone that would have been sufficient to cause such injury.

By Inspector Gauld: The wall is 2 ft. 7 in. higher than the footpath. If he tripped over that wall would that be sufficient?

Dr. Hunter: What is the footpath?—Concrete.

Dr. Hunter: As you put it, it would be sufficient. The injuries were not necessarily fatal. That would depend upon circumstances.

By Jury: I found no mud or grit in the wounds.

Mr. Pedro Olivero Mantes, inspector of electric tramways, sworn, said: About a week ago, about half past ten at night, I was on a car to take it in. I did not see the number. At the time it was raining. The trolley was off being fixed. A gentleman got on, but I told him he could not go anywhere as we were putting the cars away. He sat down. I understood he wanted to stop there a few minutes. As soon as the car began to move he got off and said "Good-night." I answered "Good-night," and he walked away towards Percival Street. The car was on the Praya. I took no further notice of him, till I heard a noise as of someone falling on the ground, and I jumped out to see what it was. I saw a man lying down on the side walk near one of the houses. He was lying face down. I called for another inspector, Schmidt, to help me to get him up. We could not carry him because he was too heavy. I called for Mr. Malden to assist us. We then called for police. As there were no police on the spot, I took a ricksha to No. 2 Station. There was a sergeant on duty, whom I told a European had fallen in the street. The sergeant came with me, and on delivering the man to him I went about my work.

By Mr. Gompertz: When he fell no one was standing near. There were no passengers in the car. The car was not moving when he got out. He did not fall from the car. We did not move him before calling for the police.

By Inspector Gauld: The deceased did not seem to be drunk. He could answer my questions. When I went to the station I told the sergeant that perhaps the man was drunk. Afterwards I reflected that the man was not drunk. He may have missed his foot at the raised step.

By Jury: When he got out deceased was facing the corner of Percival Street. His fall had nothing to do with the trams.

Mr. George Fletcher Malden gave corroborative evidence. He said there was a mark of blood on the pavement where the man had been lying. He was lifted into shelter—about the distance of three yards. The police came, made an examination, and took the man away in a ricksha.

Albert Frank Smith, an inspector in the tramways, also gave evidence. He knew the deceased to speak to, and had told him that the car in question did not go to Taikoo. Mr. Shuster, however, said "Never mind, let me in out of the rain." After the fall the man groaned, but after a couple of minutes did not reply when witness spoke to him. The man seemed to be in a drinking state, but he was not drunk.

P.-S. James Frederick Lee said:—At 10.20 p.m. on the 2nd inst., I was on duty in the charge room of No. 2 Station when an Inspector reported that a man was dead drunk at Praya East. I went out with the inspector and while on the way he told me deceased had fallen from the roadway on to the footpath.

When we got to Percival Street I found deceased lying on his back under a verandah. He had a cut, about half an inch long, on the side of his head which had been apparently bleeding. His right eye was discoloured. The knees of his trousers were torn as if from a fall. His clothes were sopping wet through. There were no blood stains around or in the vicinity. Assisted by two Indian police constables, I took deceased in a ricksha to No. 2 Station. On arriving there I washed the wound on the right side of defendant's head. He smelt strongly of liquor and was breathing heavily. At 3 a.m. I went again to the cell and he appeared to be all right, breathing rather heavily. At 8.15 a.m. I again went to the cell with the intention of letting him out, when I found him unwell. He was hot and breathing irregularly. I at once sent for an ambulance and had him removed to hospital.

By Inspector Gauld: I took from his pocket a book containing \$228 odd, and also a letter addressed to himself. I also took his watch and a pocket handkerchief.

By Mr. Gompertz: I believed the man to be drunk and incapable. When these men are able to go away quietly I do not charge them. In the cell the deceased was lying on two doubled blankets, and he had a blanket for a pillow. The floor was of wood. I did not think he was seriously hurt. If I had believed him to be seriously hurt I would have sent him to hospital, by an ambulance provided for the purpose, at any time of night. I often see men brought in as drunk and incapable with slight wounds, such as a cut about the head.

By Jury: As the inspector made a report of dead drunk, and as he smelt of liquor, I took him as being drunk and incapable. He was unconscious all the time. I went to the cell at 3 a.m. because under the circumstances it was usual to do so. I examined him from the length of the bars. The only marks I noticed were the cut at the right side of the head and the eye discoloured. Once deceased moved his arms and groaned; that was at about a quarter-past eleven. I thought the man was suffering from drink, as the wounds appeared so slight. I put him in the cell because there was only a lunkong on duty. If a European constable had been on duty I would have left him in the charge-room. I was called out to make a report and then visited the cell; that is usual.

P.-C. Harding, who accompanied the body, from No. 2 Police Station to the Government Civil Hospital, said he did not see deceased put in the ambulance. On arriving at the hospital the man was viewed by the medical officer, who gave instructions to take the body to the mortuary.

Mr. Charles Grimshaw, assistant engineer at Quarry Bay shipyard, gave evidence.

The lunkong from No. 2 station gave evidence.

Dr. Hunter, recalled, said he understood that when the sergeant saw the deceased he was breathing heavily and had a wound on the head. That was enough to indicate that he had received serious injury. An intoxicated man was never unconscious. He could always be made to move his limbs, moan, or mutter. A medical man, he thought, would have sent him at once to the hospital. If he had been sent to the hospital at once an operation would have been performed immediately, probably; and that operation might have saved his life—it was not certain.

By Jury: The signs would have been apparent to a medical man—not an ordinary person. Deceased was an alcoholic subject; he had probably been recently under the influence of liquor. Witness did not see the body before he saw it in the mortuary.

P.-Sergt. Lee, recalled, said the deceased was alive when put in the ambulance. He was kept waiting on the ambulance about two minutes.

The case was adjourned till 2.15 p.m. on Monday, as the jurors said they would like to see the place where deceased was said to have fallen.

Messrs Aagaard, Thoresen, & Co. have just received a cable from the captain of the s.s. *Haldia* informing them that she has been refloated. As already reported, she went ashore near Yokkaichi, Japan, on the 10th of last month.

CANTON NOTES.

[FROM OUR CORRESPONDENT.]

6th August.

THE BOATMEN'S STRIKE.

On account of the strike of the boat population, in opposition to the collection of taxes upon their boats by the monopolists as mentioned in my last letter, the shipping in the Canton River suffered considerably, and the merchants, foreign and Chinese, were put to great inconvenience and loss: inasmuch as cargo from Hongkong and other places had to be taken back again, and cargoes of rice and beans from Shanghai, Chinkiang, and Wuhu had to remain in Fong Tsun or Fatee, and the export of large quantities of silk and sundry goods had to be stopped in transit, the strikers threatening to destroy or burn any boat or boats that dared to go and take them. In consequence of the strike rice was getting dearer, and the rice guild or market opposite Fong Tsun had to engage about thirty "braves" for its protection. If this state of things had continued for three or four days longer Canton would have been in a blaze of rebellion. At last the Chinese officials were brought to their senses, and the prefect of Kwang Chow-fu, together with the magistrates of Namhoi and Pun Yu, issued a notification yesterday to stop the collection of the tax. Promising to punish the delinquents, it exhorted the boat people to resume their trade. One of the secretaries of the court martial, by name Li Chon Hip, was implicated as prime mover in this trouble, being found counselling, aiding, and abetting the boat people to resist the taxation, and to strike. He was threatened with decapitation, and is now imprisoned in the Namhoi gaol. In connection with this taxation the boat people in the districts of Sam-Sui, Kong Chuin, and Shek Ma—a distance of a few hours by steam launch from Canton—were on strike too, the sheds of the tax collectors being burnt, and some people killed.

CORRECT VERSION OF THE SHOOTING AFFAIR.

The other day a few Indians were collecting boat taxes for the monopolists, and during the skirmish between the collectors and the boatmen they were pelted and had to beat a retreat. It has been the custom for the Chinese actors to break up their company during the 6th moon every year, and form a new company again. During this time they have nothing to do, and were strolling about for sight-seeing. It happened that towards the evening of the 1st inst. two Indians in Wong Sha, where the railway station is, were cooking their meal. As usual a big crowd gathered round out of mere curiosity to see what it was. The Indians were naturally annoyed, and taking sticks drove them off. The crowd got excited and pelted them. They ran into a godown close by and came out with two Americans armed with revolvers helping them, and shot one of the Chinese dead. This matter has been reported to the authorities, and as usual some indemnity may be exacted to recompense the relatives of the deceased.

It is rumoured that the Viceroy Shum Chon Hun is not coming back to Canton. H.E. Ngai Chung To, the Viceroy of Two Kiangs, will succeed him, and if he does not put down the Kwangsi rebellion in three months he will be recalled to Peking.

CHINESE EX-MAGISTRATE BROUGHT FROM MACAO.

Since the ex-magistrate Pui King Fuk had fled to Macao for concealment (that was on the 14th of April last—requisition being made for his extradition) there has been a confliction of opinions. Some say he should be extradited, and others say that he should not. At last it turns out that yesterday he was taken back to Canton by two torpedo-boats, one for him and one for mandarins Loi and Fu. On his arrival at Canton he was put in a chair, dressed in a long white coat, with an iron chain round his neck, and escorted by a guard of marines, Chinese police, and "braves" to the Viceroy's yamen. He was brought into the Court, composed of the Provincial Treasurer (who was acting for Viceroy), the Provincial Judge, the late Prefect Shum of Kwang Chow-fu, and the two Magistrates. On questions being put to him he did not answer, but started weeping loudly. The officials ordered him to be put in chains and

had him conveyed to the Namhoi gaol to be imprisoned till further orders.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

The report of the Board of Directors for presentation to the ordinary half-yearly meeting of shareholders, on Monday, the 22nd instant reads as follows:—

Gentlemen.—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 30th June, 1904. The net profit for the six months, after paying interest due and all charges, amounts to \$539,446.98, to which has to be added the balance brought forward from last account \$125,341.69, making a total of \$664,787.67. From this have to be deducted—Directors' fees \$10,000.00, and auditors' fees \$750.00, total \$10,750.00, leaving available for appropriation \$654,037.67.

The directors recommend that a dividend for the half-year of 12 per cent. or \$300,000, and a bonus of 4 per cent. or \$100,000, in all \$400,000, be paid to the shareholders; that \$35,937.85 be written from the value of Kowloon Docks, \$1,890.09 from the Cosmopolitan Dock, \$0.738 from the Floating Plant, and the balance \$505,471.73 be carried to the new account. The Electric Power Plant has been successfully installed throughout the engine works. The lighting of No. 1 Dock is completed, and further extensions are in progress. The refit of H.M.S. *Glory* was duly completed by the arranged date to the satisfaction of the naval authorities. The dredger *Canton River* has been satisfactorily employed during the greater part of the period under review. There is a considerable falling off in tonnage for docking during the past three months.

C. P. CHATER, Chairman.

Hongkong, 8th August, 1904.

The accounts are as follows:—

CAPITAL ACCOUNT.

30th June, 1904.	ASSETS.	\$	c.
	Aberdeen.		
To value of Aberdeen Docks, as per last statement		100,000.00	
	Kowloon.		
To value of Kowloon Docks, as per last statement		2,142,539.75	
Less amount since written off		42,509.35	
		\$2,100,000.00	
To amount paid in connection with extension of Hunghom inland lot No. 24, and purchase of Hunghom inland lots Nos. 15, 21, 23, and 64...		17,709.00	
To amount paid on account of new fitting and brass shops		26,160.00	
To amount paid on account of removing hill at back of new forge		2,200.00	
To amount paid on account of new electric installation		12,482.00	
To amount paid on account of moulding shop extension		3,125.00	
To amount paid on account of shipyard machine shed extension		47,824.00	
To amount paid on account of new galvanizing shop		1,829.00	
To amount paid on account of new power house		22,187.00	
To amount paid on account of two stone piers		820.00	
To cost of hydraulic keel plate flanging machine and other machinery for ship-yard and boiler shop		40,328.00	
To cost of electrical material, Green's economizer, pumps, &c., for new power house		22,519.85	
To cost of new machine tools for new fitting shop		7,410.00	
To cost of new machine tools for new brass shop		9,551.00	
To cost of 6-inch centrifugal pumping engine, salvage-gear		1,156.00	
		\$2,285,937.85	
	Cosmopolitan		
To value of Cosmopolitan dock, as per last statement		300,000.00	
To amount paid for erecting new paint store		6,900.00	
To cost of new windlass and fitting same in place		1,201.00	
		\$301,899.00	
To value of tug, dredgers, launches and lighters		410,738.00	
To sundry debtors		328,625.95	
To value of material on hand		1,848,161.70	
		\$5,275,293.50	

30th June, 1904.	LIABILITIES.	\$	c.
By shareholders for 50,000 shares of \$50 each, fully paid up.....		2,500,000.00	
By admiralty loan... £20,000 0 0			
Less repayments... 14,694 19 5			
	£5,305 0 7 at 17 1-16		
By marine insurance account		66,791.18	
By sundry creditors		25,500.00	
By balance of profit brought forward from last account...		1,718,214.74	
By profit		425,340.69	
		539,446.98	
		964,787.67	
		\$5,275,293.59	

30th June, 1904.	REVENUE ACCOUNT.	\$	c.
To interest		45,491.69	
To Crown rent		3,083.35	
To fire insurance		3,518.75	
To office expenses, salaries, stationery and rent of head office		37,894.67	
To drawing office expenses and salaries		13,473.12	
To telegrams		2,103.86	
To legal expenses		529.30	
To marine insurance account		8,000.00	
To subscription to Russo-Japanese war fund		1,000.00	
To profit		530,446.98	
		\$654,551.12	

1st Jan. to 30th June, 1904.	\$	c.
By net earnings of the company's three establishments, and profit on sale of <i>Fame</i>	623,845.52	
By 'owage, net earnings	782.10	
By dredger, net earnings	29,622.27	
By bonus on insurance premia, &c.	301.23	
	\$654,551.12	

HONGKONG, CANTON AND MACAO STEAM-BOAT CO., LD.

The report of the board of directors to the ordinary half-yearly meeting of shareholders, to be held at the office of the company on Tuesday, the 16th instant, is as follows:

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June last. After paying running expenses, salaries, premia of insurance, repairs and all other out-goings, there remains, including \$41,531.86 brought forward from last account, and \$33,000 transferred from the depreciation fund to partially meet the cost of repairs incurred during the half-year, the sum of \$136,362.85 at credit of profit and loss account. From this amount the Directors recommend that a dividend for the half-year of 10 per cent. on capital or \$120,000 be paid to shareholders, leaving a balance of \$16,362.85 to be carried forward to new account. Dulness of trade and increased competition, necessitating still further cutting of rates since the date of last report, account for the poor result of the steamers' working during the period under review. The direct West River service from Hongkong, which had been suspended since the year 1900, was resumed in April last. The usual overhaul and repairs have been effected during the half-year and the steamers are all in good running order. An electric light installation has been furnished to the *Honam* at a cost of \$8,028.64. The Company has recently acquired, jointly with the China Navigation Company, another valuable riverside property at Canton, the cost of which is included in the accounts now presented. Mr. C. Michelau, the Hon. C. W. Dickson and Mr. C. A. Tomes resigned their seats at the Board upon leaving the Colony, and Mr. A. Haupt, the Hon. W. J. Gresson, and the Hon. R. Shewan were nominated by the directors to fill the vacancies subject to confirmation by the shareholders at this meeting. In accordance with the Articles of Association, Messrs. H. Schubart and E. R. Fuhrmann retire from the Board by rotation, but being eligible, offer themselves for re-election. The retiring auditors, Messrs. A.O.D. Gourdin and W.H. Potts, also offer themselves for re-election. The accounts as follows:—

30th June, 1904.	ASSETS.	\$	c.
Value of steamers <i>Honam</i> , <i>Powan</i> , <i>Heungshan</i> , <i>Lungshan</i> , &ths of <i>Fatshan</i> and <i>Kiuhan</i> , and 3rd of <i>Sainam</i> , <i>Nanning</i> , <i>Tak Hing</i> , <i>Lintan</i> and <i>Sanui</i>		941,500.00	
Value of lighters <i>Sun Lee</i> and <i>Wo Lee</i>		8,750.00	
Value of wharves, hulks, and moorings		84,200.00	
Value of properties at Canton, Wuchow and Hongkum		138,990.77	

Value of coal, and spare gear	21,730.04
Value of furniture	750.01
Value of shares in public companies	642,040.69
Value of Chinese bonds	1,034.43
Loans on mortgage	356,000.00
Cash with the Hongkong and Shanghai Banking Corporation	149,829.08
Interest accrued to date	1,438.67
Premia on marine policies unexpired	11,903.26
Sundry debtors	7,076.79
	\$2,365,249.78

30th June, 1904.	LIABILITIES.	\$	c.
Amount of capital, 80,000 shares of \$15 each, fully paid up		1,200,000.00	
Amount at credit of depreciation and insurance fund		600,000.00	
Amount at credit of equalization of dividend fund		250,000.00	
Amount at credit of investment fluctuation account		157,555.07	
Unclaimed dividends		4,867.50	
Sundry creditors		16,461.36	
Amount at credit of profit and loss account		136,362.85	
		\$2,365,249.78	

30th June, 1904.	Dr.	\$	c.
To amount paid for repairs to steamers		35,203.58	
To amount paid for electric light installation for <i>s.s. Honam</i>		8,028.64	
To directors' and auditors' fees		4,750.00	
Balance to be appropriated, viz.:			
Dividend at 10 per cent. on \$1,200,000	\$120,000.00		
To be carried forward to new account	16,362.85		
		136,362.85	
		\$184,315.07	

31st Dec., 1903.	Cr.	\$	c.
By amount brought forward from last account		41,538.86	
30th June, 1904.	Dr.	\$	c.
By net earnings of steamers		65,075.41	
By interest on investments		41,635.80	
By transfer fees		95.00	
By amount transferred from depreciation and insurance fund		33,000.00	
		\$154,445.07	

30th June, 1904.	Dr.	\$	c.
To amount transferred to profit and loss account		33,000.00	
To balance		600,000.00	
		\$633,000.00	

31st Dec., 1903.	Cr.	\$	c.
By amount at credit		633,000.00	
30th June, 1904.	Dr.	\$	c.
To balance		250,000.00	
31st Dec., 1903.	Cr.	\$	c.
By amount at credit		250,000.00	

NORTH BORNEO TRADING CO., LD.

The seventh ordinary general meeting was held last month at Home. Mr. A. J. Scrutton, who presided, moved the adoption of the report. He stated that the company were still making satisfactory progress, although not to so great an extent as in the previous year. A considerable rise had taken place in the value of the rubber trees which the company had planted. These had increased in number and utility, and the company were certainly doing well in that respect. The timber sales had shown a considerable advance, and prices had increased. Now that matters in China were settling down the company were doing better business. The latest accounts which had been received from Borneo showed that the company's land and timber were going up in value. Mr. C. P. Bennett, who seconded the motion, dealt in detail with various small changes which had taken place in the items of the accounts during the year. He stated that the cash in London was £2,600 more than it was last year, because since then a call had been received. The cash in Borneo was £1,525 less because of the extra stock carried forward there. The trading account showed an increase in gross profit of about £350. He then proceeded to read a number of long letters from the manager in Borneo. In the course of these Mr. Altman stated that he had every confidence that the demands of the Chinese markets would be good and far in excess of the company's output, even if it were quadrupled. The shipments of timber from Borneo during the first four months of 1903 amounted to 63,485 cubic feet, and for the

corresponding period of this year to 123,019 cubic feet. During the first quarter of the current year 118,182 cubic feet of timber were sold—an amount practically equal to the total quantity shipped for that period. He had systematically prospected and had proved the value both of the leased and the freehold land. Mr. Spurling, in the course of a short discussion, pointed out that the original Borneo company took a considerable time to turn the corner. The motion was adopted.

CORRESPONDENCE.

WOODMAN! SPARE THOSE TREES!

TO THE EDITOR OF THE "DAILY PRESS"

Hongkong, 10th August.

SIR.—I am glad to see from your sensible article of this morning on the subject that you strongly oppose the policy of our new Superintendent of the Botanical and Afforestation Department, Mr. Dunn, in cutting down the forests of pines which have been planted and cared for by his predecessors in office, to whom, in my opinion, we should be for ever grateful for having done so much to beautify and transform this once barren rock.

Apart from the possible health-preserving qualities of pine forests and their influence in producing increased rainfall, as a resident of some years standing in the Colony the very idea of destroying acres of these trees for the sake of a few paltry dollars makes me shudder, and I feel sure the late Superintendent of the Department, Mr. Ford, would hardly believe what was contemplated if he were informed of it.

I trust, however, that the matter may be taken up in the proper quarter and that Mr. Dunn may be prevented from rendering null and void in a few weeks the results of patient work for twenty years.—Yours, etc.,

COMMON SENSE.

ALLEGED EXCESSIVE STALL RENTS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 9th August.

SIR.—Will you kindly permit me, through the medium of your columns, to draw His Excellency the Governor's attention to the almost prohibitive cost of food in this Colony? This is due in a large measure to the extortionate rentals exacted by the Government from beef, pork, fish and other stall-holders in the Central Market. The inevitable consequence of this unjust exaction is to create a demand for inflated prices by the stall-holders, who urge, and not wholly without reason, that their charges have risen correspondingly with the rents they are made to pay. H.E. will, no doubt, see that all this entails on the poorer classes, especially the Chinese, the endurance of a very unnecessary hardship. The matter has been ventilated time after time in the local Press, without any result, and it is only quite recently that the efforts of a Food Commission appointed by the Government to make investigations came to an ignominious end. Trusting, therefore, that His Excellency will consider the matter and introduce measures to meet a much-needed relief in this direction. I remain, Yours, &c.,

TAXPAYER.

TREE FELLING: ANOTHER PROTEST.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—I am very pleased to see that you have brought this matter to the notice of the Public, and trust that one of our energetic members on the Legislative Council will endeavour to get this felling of trees stopped at once. I believe Mr. Dunn has not yet started to fell the trees near Government House or in the vicinity of the Peak Road, which is, I suppose, the reason that more people have not noticed it. Only those who ride or walk over the Wong-nei-cheong Gap and down through Aberdeen village have an idea of what destruction (it cannot be called anything else) has been going on. At Home, at any rate in my

part of old England, when a landlord starts to fell his largest trees it always means that money must be raised. Let us hope that is not the case in Hongkong.—Yours, etc.,

CHIPS.

"AUDI ALTERAM PARTEM."

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th August.

SIR,—I hope you will allow me the medium of your valuable columns to clear any misconceptions which may arise from perusing the details of the "Blasting Case" which was heard at the Magistracy yesterday. Two men were said to have been killed through no covering having been used during blasting, and that the blasting was done on Crown land without a permit. The facts of the case are as follows:—The deceased (and there was only one man killed) had no business there, and he was repeatedly warned, but persisted, in spite of danger flags, gong-sounding, &c., in rushing up the hill as the blasts went off, in order to gather the fragments of rock for selling as broken stone for concreting purposes. He approached as near as nine feet to the rock which killed him. The Naval or Military Authorities might as well be charged if a man chose to commit suicide by making a target of himself at the Rifle Butts. Then as to the permit side of the case. The contractor enquired if one was necessary, but was told that none was required, as the land had been acquired for the Segregation Camp. I think you will agree with me that (like a medal) there are always two sides to a question.—I remain, Yours, etc.,

FAIRPLAY.

STORY OF THE "MAHARAJAH'S" WRECK.

The crew of the British steamer *Maharajah* came to Hongkong on the 4th inst. Since then we have been able to piece together some interesting particulars about the steamer's recent mishap. The *Maharajah* (Capt. T. Groves), it will be remembered, was wrecked off the Japanese coast on the 9th ult. The vessel struck just at the beginning of the captain's sleeping watch—the middle watch commencing at midnight. She had stranded herself near Atami, a town on the S.E. coast of Honshu, about 40 miles W.S.W. of Yokohama. The stranding, it appears, was principally due to an abnormal current setting to the N.N.E., catching the ship on the port bow and setting her astern towards the land. Robert Charles, the second engineer, the hero of the incident who was officially praised, had only just gone off watch and turned in when he was hastily summoned for duty in the engine room. The engines, however, were of no avail; the ship was immediately hung up on the reef of rocks. The impaled ship was in a most perilous condition. She seemed absolutely at the mercy of the waves. One after another, big seas curled and broke over her, dashing tons of water with tremendous force against the deck houses and upperworks. No craft could stand such usage. Heavy spars and other wreckage, moreover, were swinging and hammering against the hatches and companions. Water poured into the hold. Those on board were in a terrible plight. A knot of Japanese was seen to be gathering on shore, on the edge of the water. Some of them were signalling, and others were busy over something that was presently noticed to be a long bamboo. Using it rather as a dry-fly angler uses his rod in casting a line, the friendly natives attempted to cast a weighted line to the ship, which was now very close in shore. Mrs. Groves, the captain's wife, and her two children occupied the bridge the whole time, and thus had all the horrors of their situation to face. Mrs. Groves, who is a New Zealand woman, remained perfectly calm, displaying great fortitude, and her bearing was admired by every man on board. She never gave way for an instant, realising that at such a time men should not be unmanned more than could be avoided. Then there were her babies to soothe. The two children have scarcely yet got over the shock. The line thrown by the Japanese fell short. What was to be done? Though the shore was but a few yards off, death stared every-

one in the face. So far as they knew, the ship might soon fall to pieces, and their fate then in such a case was obvious. The only chance seemed to be the seizure of that connecting line with the shore. Who could reach it? Between ship and shore was a maelstrom, a dozen maelstroms, with here and there through the swirling broth and opaque green sluices jagged rocks projecting like fangs in the ravening jaw of an elderly wehrwolf. A life-buoy tentatively cast into the sea on the landward side was snatched at by the hungry waters, tossed up again and again as if by many fiendishly gleeful hands, and then sucked out of sight, somewhere beneath the vessel's counter. The prospect of a swim in that aqueous inferno was one of sore mutilation, if not of death. Young Robert Charles volunteered. He was the best swimmer on board. Every soul on board gripped hands and bade him a fervent farewell. From the moment he dropped overboard, until, breathless and bleeding from several wounds, he managed to return with the life line, the swimmer must have had an experience more easily imagined than described. Once the line was fixed, the rest was, although very exciting, comparatively easy. The third engineer went along it first, and got a wetting, as it sagged more than was expected. He held on until it was made taut, and then was the first to greet the smiling and sympathetic Japs on shore. A boat was lowered, the children handed down. Mrs. Groves followed, and by using the line as a ferry rope, all were got ashore in safety. Most of the crew lost all their clothing and belongings. The wreck did not break up.

NEW STEAM LAUNDRY FOR KOWLOON.

SALE OF CROWN LAND.

A public auction was held at the Public Works Department offices on the 8th instant, for the sale of one lot of Crown land at Homun-tai for a term of 75 years with the option of renewal at a Crown rent, to be fixed by His Majesty's surveyor, for one further term of 75 years. The lot in question is known as Inland Lot No. 1,157, and is situated near the Kowloon Farm. Its boundary measurements are 180ft. north; 256ft. 2in. south; 314ft. 10in. east; 497ft. 2in. west. The content in square feet is 73,080; and annual rent \$672.

The special conditions of the purchase were that the purchaser fill in the whole area of the lot to such levels as the Director of Public Works may approve; form a road 50 feet wide on the south-east side of the lot, and also fill in the narrow strip between the proposed road and the existing road to Ma Tau Wei. Permission will be given to sink a well to obtain water for the purposes of the laundry business at a point to be determined by the Director of Public Works. The purchaser will not be allowed to sell or otherwise dispose of any water obtained from the well without permission first having been obtained from Government. The purchaser must compensate any squatters or leaseholders at present on the lot—that is by plan signed by the Director of Public Works and dated 20th July, 1904. The purchaser must make such provision as may be considered necessary by the Director of Public Works for carrying off the water used for laundry purposes and to efficiently drain the premises and surrounding area. Permission will be granted to the purchaser to obtain any earth required for filling in lot from Crown land in the vicinity at points approved by the Director of Public Works. He will also be permitted to remove any stone met with at such points, and must level off the ground to the satisfaction of the Director of Public Works.

The upset price was \$21,924; and the Steam Laundry Co. bid ding \$20 more than this, met with no opposition.

After relating the story of an impudent bicycle theft, the *Jap n Herald* draws the following moral: Never leave your bicycle outside without a lock on it, or some responsible person to look after it. There are thieves in Japan as well as in other countries, and distress caused by the war is adding to their ranks.

"BARON GORDON" WRECKED.

"LOK SANG" BRINGS CREW TO HONGKONG.

The *Lok Sang*, Capt. Wheeler, arrived from Bangkok on the 7th inst. She picked up the crew of the s.s. *Baron Gordon*, wrecked on Bombay Shoal, on Friday last. Capt. F. Wheeler describes his adventures as follows:—

We left Bangkok, with a cargo of rice, on the 30th ult.; we were bound up to Hongkong. Arriving in Lat. 16.30 N., Lon. 113.18 E., at about 4 p.m. on the 4th inst., a lifeboat, flying signals of distress, was sighted. I at once slowed down, rescued the men and hauled up the boat. There was no difficulty in doing this, as only a moderate wind and sea were coming from the S.W. The men we rescued turned out to be the chief officer, third officer, third engineer, and a few Lascars belonging to the s.s. *Baron Gordon* which they informed us was a wreck on Bombay Shoal, lying some 48 miles S.W. by W. from our then position, with the remainder of the crew, about 45 in number, on board. They were not short of provisions, but fearing that bad weather might come on at any moment I did not like to leave them till help was sent from Hongkong, so I turned my ship's nose around and headed for the shoal. We sighted the *Baron Gordon*, flying signals of distress just before dark. The weather was fine, but as mountainous breakers were curling over the edge of the reef nothing much could be done that night. We fired a couple of rockets, however, to show that the signals of distress had been seen, and we stood by, about two miles off, till morning. During the night, those on watch lighted flares every few minutes to keep the poor fellows' hearts up. At daybreak, when we were able to take in the situation, it was seen to be impossible to get the crew off on the south side of the shoal. The wreck was standing perfectly upright on the reef, about fifty feet from the edge, just like a vessel in dock. The water around her, only 18 inches deep, was perfectly calm, but at the edge of the reef the rolling waves roared loudly as they broke into snow-like foam, and covered the water in the vicinity with froth. The only thing to be done, under the circumstances, was to steam around to leeward of the shoal and try our luck there. This we did, and hove-to about a cable's length from the coral. The shoal is a great ledge of coral, 13 miles long, and 3½ miles wide, rising precipitously out of the depths of the ocean. Taking soundings over edge one would find a sheer drop of 100 fathoms. The reef itself is just covered by water. In the centre is a large lagoon, or lake. Well, the poor chaps on the *Baron Gordon* had to cross this shoal with their boats to get on the lee (north) side of it, so as to set off for the *Lok Sang* with safety. It was indeed a tough task. The boats were carried over the coral from the wreck to the lagoon, rowed across the lagoon, carried over the coral again, and finally "pulled" to our steamer. It was a herculean job, as can be imagined when I tell you that the shipwrecked crew were not all aboard till four o'clock that afternoon. Three boats had to make two journeys. I finally hauled up the three boats—that was four boats in all—and headed for Hongkong. All the men of the *Baron Gordon*, eight Europeans and 44 Lascars, were saved. Altogether my ship was delayed 36 hours. I might mention, by the way, that there are three wrecks on Bombay Shoal, not counting the *Baron Gordon*—they are wrecks no mention of which is made on the chart.

Capt. Crocker, of the *Baron Gordon*, describes his disaster thus:—

We left Hongkong for Sourabaya (Java) on the 29th ult., at one o'clock in the afternoon. We were in ballast, but had some 1,200 tons of bunker coal aboard. At the outset fine weather was experienced. On Saturday night (30th ult.), however, the breeze started to freshen. The barometer seemed to keep pretty steady through. At ten to three on Sunday morning it suddenly dropped half-a-tenth. Thereabouts, also, the wind shifted from the east to the E.N.E., blowing in fitful gusts. I could see we were in for it—it was a typhoon. We encountered fierce squalls accompanied by blinding rain. So thick was the weather that one could not see the fore-castle-head from the

bridge, and even during the short intervals between squalls the wind blew with frightful force. Tremendous seas tossed the ship about, so that the engines raced almost continuously. I knew exactly where I was, for I had taken observations on the previous day. We were, however, able to make very little headway; it was all leeway. The steamer, in fact, was unmanageable. At times it was unsafe to allow the engines to revolve more than thirty-five per minute. This sort of thing continued till one o'clock in the afternoon, when the wind jumped suddenly from E.N.E. to S.E. by E. driving us N.W. towards the reef. At about 4 p.m. a towering wave, like many predecessors, lifted us another pace to leeward. The ship began to careen, and we discovered we were on a reef.

Captain Crocker thinks it may be possible to save the ship. She is a new vessel of 1,703 tons net (4,235 gross), and was launched at Glasgow on the 30th of October last. She arrived at Hongkong from Moji on the 22nd ult., with a cargo of coal for Messrs. Bradley & Co.

HONGKONG.

The disabled *Leviathan* is the only warship in port.

Licences to shoot and take game are due for renewal or issue on the 1st September. The amount payable has been increased to \$10.

The Polo Ground at Causeway Bay is still closed, as the Public Works Department think it is not yet in a fit condition for play.

Subadar Balkhrisna Rao, 110th Mahratta Light Infantry, has been appointed Honorary Aide-de-Camp to H.E. the Governor.

The appointment of Hon. William Jardine Gresson, as temporary unofficial member of the Executive and Legislative Councils, has been approved by the King.

The 29th July was the hottest day of last month. The temperature stood at 90 degrees. During the month rain fell on nineteen days. In all there were 147.4 hours of sunshine.

Mr. Charles Ford, formerly superintendent of the Botanical and Afforestation Department at Hongkong, was invested on July 5th, by the King in person, with the Imperial Service Order.

We have no fear of a yellow peril, no dread of another Boxer outbreak. Those who are most anxious to spread beliefs of that sort have other reasons for so doing than plain fact. We believe, says the *Shanghai Mercury*, that the events of the past few months have been for the good of the world at large and of China in particular.

During the stormy weather of the 9th and 10th inst. several mishaps occurred in the harbour. One sampan capsized off Stonecutter's Island, another off the Kowloon Wharves, and a third at Shauiwan. A nightsoil boat filled and sank off the Canton Wharf; and several native boats were blown ashore in Kowloon Bay. During all this up to midnight, the "Star" Ferry kept up its regular service, crossing the Harbour during very fierce squalls. The Hunghom, Shauiwan, and Yaumati passenger boats also maintained their service.

A most enjoyable concert was given at Club Germania on the 10th inst. when the members invited a number of their friends. The occasion was that of introducing Mr. Ludwig Schliebner to the German community and others at Hongkong. Besides Mr. Schliebner, who played some of his own compositions on the piano, those who contributed to the harmony of the evening were Mrs. F. Maitland, Messrs. C. Lammert, C. Schroeter and Frank Austin. Mr. Schliebner displayed great talent. He is the composer of several operas, songs and pianoforte pieces.

In the statue of Sir Thomas Jackson, for Hongkong, the completion of which we recently reported, Sir Thomas is represented in ordinary frock-coat attire, standing in easy posture, and the representation generally, both as to face and figure, is undoubtedly excellent. The monument may be placed in the same locality of Hongkong as that in which was erected the beautiful statue of Queen Victoria, with its fine temple-canopy, for both of which Mr. Raggi is responsible, as he also is for the noble Hongkong statue of the late Governor Sir Arthur Kennedy, in military costume.

Sir Matthew Nathan retains his position and seniority as an officer of the corps of Royal Engineers, in which he holds the rank of major, on taking up his duties as Governor and Commander-in-Chief of Hongkong.

Some days ago a large number of soldiers under the command of Li Taotai proceeded to Heung Shan district to effect the capture of a notorious robber named Lam Kwa-Sz under whom there are about one thousand followers. On the arrival of the soldiers, the robbers fired at them first. The encounter lasted several hours. About two dozen robbers were killed and one was captured alive. The captive said that the den of the robbers is in Siu-Yan of Heung Shan district, which can be entered from all sides by land and by water. The Taotai has given orders to completely surround the place.—*Chung Ngai San Po*.

The American barque *Eric J. Ray*, Capt. F. Kaster, had a very long voyage from Borneo to Hongkong. She left Rajang on the 2nd October last, and encountered a typhoon off the coast of Luzon, being nearly driven ashore. After the storm the vessel was found to have severely strained herself, and was making water freely. It was found necessary to put into Nhatrang for repairs. After leaving that port for Hongkong the steam pump broke down, and they had to put into Manila, where the ship was again repaired. Another typhoon was met with, and again the ship put back in distress. The *Eric J. Ray* was over ten months on the voyage from Borneo to this port.

While a small yacht was crossing the harbour shortly after noon, on the 10th inst., it was caught by a squall and capsized, and the occupant, a military officer, was thrown into the water. There was a very choppy sea running at the time, and the yacht was in considerable danger of going under. Luckily for the yachtsman one of the "Star" Ferry launches was near at hand and she immediately changed her course and picked him up, not much the worse for his unpleasant experience. The ferry towed the water-logged yacht to the Kowloon wharf, where the intrepid yachtsman was soon the centre of attraction of a crowd of admiring Chinese.

The funeral took place at Happy Valley, on the 10th inst. of Mr. John Logan, late chief engineer of the Hongkong, Canton and Macao Steamboat Co.'s s.s. *Fatshan*. He died in the Government Civil Hospital on Tuesday. Mr. Logan was on the Canton River run for nigh twenty years, and was one of the oldest and most respected engineers on the China coast. He was a native of the north of Scotland. His genial ways and hearty manner will be recalled by many who have made the trip up to Canton on the *Fatshan*. Some years ago Mr. Logan went to South Africa and worked there for a time, but he came back to Hongkong and was reinstated in his old position on the *Fatshan*.

In its editorial columns, the *L. & C. Express* says:—Sir Matthew Nathan, the new Governor of Hongkong, took great interest in the question of the Canton-Kowloon railway previously to his departure. His Excellency holds a strong view on the subject of the desirability of its railway construction, and we may add, in this connection, that the Colonial Office also has taken much interest in the matter. We believe we are not much apart from the truth when we say that the Colonial Office would go as far as to either provide, or guarantee, the money for the portion of the line that will run through British territory. Such being the case we may hope that the difficulties which have hitherto stood in the way of the carrying out of the concession, and the present obstructions that are being resorted to will be removed, and the line—the importance of which has been frequently referred to in these columns—be speedily put in hand. Besides, further delay may prove dangerous to the future of the colony. The American-Belgian Syndicate, in the absence of any sign of the British railway, are credited with the intention of asking a further concession from China to enable it to connect the port of Swatow with its trunk railway. It is scarcely necessary to point out that a rival with such exclusive facilities of access of collection and distribution would have a serious effect upon the future commercial prosperity of Hongkong.

One of our London staff has had the pleasure of inspecting the statue of Sir Thomas Jackson, by Signor Raggi, to whom Hongkong is already indebted for two very fine works of art, the Queen Victoria Statue and Canopy and the Statue of Sir Arthur Kennedy in the Public Gardens. Our representative writes that he feels every confidence this new work will add to the already high reputation of the artist, the likeness and expression of Sir Thomas being given with great fidelity. The figure is ten feet, and is to be erected on a pedestal ten feet high, which will bear the following inscription:—

SIR THOMAS JACKSON,
Knighted 1899. Created Baronet 1902.
Joined the service of
The Hongkong & Shanghai Banking Corporation
1866,
Appointed Chief Manager
1892,
Retired 1902.

The statue is to be erected on a site to be selected, in some central position in the city of Victoria, at the cost of the Corporation. Sir Thomas has served so well. Mr. Raggi expects that the casting will be finished in about four months. The Beaconsfield Statue in Parliament Square, which is so much admired, is the work of the same artist, in whose studio are to be found statues of our late Queen, of the late Lord Salisbury, and of many others.

MISCELLANEOUS.

Two Chinese coolies were arrested for deserting from a Johannesburg mine.

The H.A. steamer *Arabia*, released from Vladivostok, is now on her way to Shanghai.

Paris is supplying a judicial adviser to the King of Siam.

An American syndicate, proposing to import tin from the Straits, has had to abandon the idea for the present.

The Tokyo Foreign Office advised, on the 1st instant, the delay of steamers intending to leave Shanghai for Newchwang.

The U.S. transport *Ajax* carried away the bowsprit of the French gunboat *Surprise* at Shanghai, both vessels having drifted from their moorings in heavy weather.

The British destroyer *Janus*, which ran on a rock near Weihaiwei and was to be sent to Taku for repairs, has arrived safely, and is now in the hands of the Taku Tug and Lighter Co. Ltd.

Jacques Goliak, the last of an heroic band of 123 French soldiers who kept 12,000 Arabs at bay for four days in the Algerian campaign sixty-four years ago, died at Strasburg recently, aged ninety years.

The reliefs for the British garrison at Tientsin are to be composed of the 2nd West Kent Regt., from Ceylon, to replace the 1st Sherwood Foresters; and the 41st Dogras and 47th Sikhs, from India, to replace the 21st and 38th Punjabis.

Prof. Jenks argues that success attending the introduction of ten-cash pieces in many parts of China supports his contention that a currency on a rational basis would be readily received by the people here as it has in other countries.

The N.Y.K. steamer *Hyogo-maru*, which, it was feared, was sunk by the Vladivostok Squadron on July 24th, arrived safely at Yokohama on July 26th from the Bonin Islands.

The Englishmen of Shanghai met on the 2nd inst. to reorganise the local St. George's society, and to establish it on a permanent basis.

It is stated that the steamer *Holstein* has been seized at Saigon by the Customs authorities, on the pretext that she was endeavouring to smuggle in opium. The *Holstein* left Hongkong for Saigon on the 27th ult. The Customs authorities were willing to release the steamer under a \$30,000 guarantee.

The Viceroy of Liang-Kiang has sanctioned the request of some wealthy native gentlemen of Canton for the construction of a short line from Samshui to Kiangmen (Kongmoon?) as a branch of the Yueh-Han trunk railway. It is said the capital will be subscribed from both foreign and Chinese merchants at Hongkong, Singapore and other foreign colonies. The promoters, says the *P. & T. Times*, are now only awaiting the final approval of the Boards of Commerce and Foreign Affairs.

COTTON PIECE GOODS—

	per piece
Victoria Lawns—12 yards	0.80 to 1.10
T-Cloths—6lbs. (32 in.), Ord'y.	2.25 to 2.50
7lbs. (32 "), " "	2.75 to 3.00
8lbs. (32 "), Mexs.	2.25 to 2.75
7lbs. (32 "), " "	3.00 to 3.25
8 to 8.4 oz., (36 in.)	3.20 to 4.00
Drills, English—40 yds., 13½	5.25 to 8.00
to 14 lbs.)	

HONGKONG QUOTATIONS.

HONGKONG, 12th August.	
Beans.....	\$4
Borax.....	\$15 @ 18
Camphor (China).....	\$105
" (Formosa).....	\$--
Cassia (First quality).....	\$22
" (Second ").....	\$16
" Oil.....	\$170 @ 180
Cloves.....	\$25 @ 45
Fennel Seed Oil.....	\$335 @ 345
Galangale.....	\$21 @ 6
Glue.....	\$26
Grapes.....	\$10 @ 12
Ivory.....	\$250 @ 650
Kissimiss.....	\$9 @ 13
Olibanum.....	\$5 @ 22
Rosa Oil.....	\$60 @ 175
Saltpetre.....	\$11 @ 11½
Sandal wood.....	\$28 @ 31
" Oil.....	\$100 @ 400
Senna Leaves.....	\$2 @ 5
Sugar Candy.....	\$10½ @ 11
Vermillion.....	\$80 @ 83
Wax.....	\$34 @ 38

MISCELLANEOUS EXPORTS.

Per steamer *Prinz Regent Luitpold*, sailed on 4th August. For Odessa:—50 bales canes. For Naples:—250 cases cassia, 3 cases tea. For Venice:—100 boxes cassia. For Genoa:—190 bales raw silk, 100 bales cassia. For Antwerp:—125 bales split bamboo. For Antwerp or Hamburg:—20 cases bristles, 5 cases human hair. For Amsterdam:—18 cases chinaware, 6 cases tea, 5 cases glass lanterns. For Amsterdam or Rotterdam:—800 cases ginger. For Rotterdam:—300 bales bamboo scraps, 6 cases chinaware, 5 cases tea, 3 cases earthenware, 1 case copperware. For Bremen:—284 rolls matting, 10 bales canes. For Bremen or Hamburg:—129 bales feathers. For Hamburg:—318 packages tea, 140 rolls matting, 75 cases essential oil, 52 cases ginger, 19 cases feathers, 15 cases human hair, 15 cases bristles, 1 case silk. For London:—183 rolls matting, 8 boxes horn tips, 3 cases curios. For Copenhagen:—6 rolls matting. For Stockholm:—100 boxes cassia.

Per M. M. steamer *Oceanien*, sailed on the 9th August. For Marseilles:—274 bales raw silk, 125 bales waste silk, 17 cases silk piece goods, 91 packages human hair, 23 cases ylang ylang oil, 85 packages tea, 12 cases cigars, 22 packages sundries. For Lyons:—389 bales raw silk, 1 bale waste silk, 1 package pierced cocoons. For St. Chamond:—25 bales raw silk. For Milan:—25 bales raw silk.

EXCHANGE.

MONDAY, 12th August.

ON LONDON.—

Telegraphic Transfer	1/10
Bank Bills, on demand	1/10½
Bank Bills, at 30 days' sight	1/10½
Bank Bills, at 4 months' sight	1/10½
Credits, at 4 months' sight	1/10½
Documentary Bills, 4 months' sight	1/10½

ON PARIS.—

Bank Bills, on demand	23½
Credits 4 months' sight	23½

ON GERMANY.—On demand

188

ON NEW YORK.—Bank Bills, on demand

44½

ON BOMBAY.—Telegraphic Transfer

137½

ON CALCUTTA.—Telegraphic Transfer

137½

ON SHANGHAI.—Bank, at sight

71½

ON YOKOHAMA.—On demand

90½

ON MANILA.—On demand—Pesos

90½

ON SINGAPORE.—On demand

Nom.

ON BATAVIA.—On demand

110½

ON HAIPHONG.—On demand

1½ p.m.

ON SAIGON.—On demand

1½ p.m.

ON BANGKOK.—On demand

61

SOVEREIGNS, Bank's Buying Rate

\$10.80

GOLD LEAF, 130 fine, per tael

\$57.20

BAR SILVER, per oz.

26½

SHARE REPORTS.

HONGKONG, 12th August, 1904.—A good general business has been transacted during the past week, and rates in most cases again show an improvement. The sensation of period under review has been the rapid advance in the north of Farnham, Boyds which show an appreciation of nearly Tls. 40 per share.

BANKS.—Hongkong and Shanghai have continued in request, and sales at \$662½ and \$665 have been booked, market closing with buyers at \$665. London continues to quote £68. 10s. od. Nationals are without change at \$38 buyers.

MARINE INSURANCES.—Unions have been disposed of at \$545 and \$540. China Traders are firmer with probable buyers at \$63. North China, Yangtszes, and Cantons are unchanged.

FIRE INSURANCES.—Hongkongs have sold and are still in request at \$310. Chinas have been booked and are in further demand at \$38.

SHIPPING.—Hongkong, Canton and Macao have sold at \$30½ and \$30½ and more shares are procurable at the latter figure. Indo-Chinas have ruled fairly steady; sales at \$112 cash and for the settlement have been effected, and at rather less than equivalent rates for December delivery, market closing with a few cash sellers at \$112. China and Manilas have been booked at \$26 and \$26½, and more shares are wanted at the former rate. Douglases are quiet at \$35. Star Ferries have again advanced and shares can now be placed at \$38 and \$28 for the old and new issues respectively. Shell Transports have sold and are procurable at \$35.

REFINERIES.—China Sugars after sales at \$188, \$189 and \$190 cash and for the settlement, have receded to \$183 sellers. An interim dividend of \$5 per share payable on and after the 29th instant for the half-year ending 30th June, 1904, has been declared. Luzons continue neglected at \$9 sellers.

MINING.—Raubes have declined to \$7 sellers. Other quotations are unchanged, and we have no business to report in this section.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have improved to \$225 cash after sales at \$222 to \$224 for settlement delivery, market closing firm. Hongkong and Kowloon Wharves have firmed up, and sales at various rates from \$112 to \$117 have been effected, market closing steady at \$117. New Amoy Docks are weak at \$27½. Farnham, Boyds after sales at Tls. 147½ have risen by leaps and bounds in the north to Tls. 185 which we are informed by wire is the closing quotation in Shanghai to-day. Our local market closed with buyers at Tls. 175.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have hardened, and sales at \$153 have been booked. Kowloon Lands continue in request at \$38 and West Points at the improved rate of \$6½. Hongkong Hotels are firmer with buyers at \$135. Humphreys' Estates have sold and are in further request at \$12½ and \$4½ for the old and new shares respectively. Shanghai Lands are unchanged at Tls. 109.

COTTON MILLS.—We have heard of no business in this section, and quotations are without change.

MISCELLANEOUS.—Green Islands have been booked at \$29½. Watsons are firmer with sales and further buyers at \$15½. Ices have improved to \$240 buyers. Dairy Farms have sold and are in further request at \$20. Steam Water-boats have declined to \$18½. Electrics have been booked at \$15 and \$9½ for old and new issues respectively, closing in further demand. China Providents have been the medium of a large business at \$9½.

MEMOS.—Hongkong, Canton & Macao Steamboat Company, Limited, half-yearly meeting on the 16th instant. Hongkong and Shanghai Banking Corporation half-yearly meeting on the 20th instant. Hongkong and Whampoa Dock Company, Limited, half-yearly meeting on the 22nd instant. China Sugar Refinery Company, Limited interim dividend of 5% for the half-year ending 30th June, 1904, payable on the 29th instant. Transfer books close on the 16th until the 29th instant both days inclusive.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	(\$665, buyers £68. 10s.
Natl. Bank of China		
A. Shares	28	\$38, buyers
B. Shares	28	\$38, buyers
Four. Shares	21	\$10, buyers
Insurance—		
Union	\$100	\$545, sellers
China Traders	25	\$63
North China	25	Tls. 67½
Yangtsze	60	\$130
Canton	50	\$208
Hongkong Fire	50	\$310, sales & buyers
China Fire	20	\$88, sales
Steamship Coys.—		
H., Canton and M.	15	\$30½, sellers
Indo-China S. N.	210	\$112, sellers
China and Manila	50	\$26, buyers
Douglas Steamship	50	\$35
Star Ferry	50	\$38, buyers
Shell Transport and Trading Co.	21	23/6
Do. pref. shares	20	29. 10s.
Refineries—		
China Sugar	\$100	\$183, sales
Luzon Sugar	\$100	\$9, sellers
Mining—		
Punjom	\$11	nominal
Do. Preference	\$1	40 cts., sellers
Charbonnages	Fcs. 250	\$490
Raubes	18. 10d.	\$7, sellers
Docks, Etc.—		
H. & W. Dock	50	\$225, buyers
H. & K. Wharf & G.	50	\$117, sellers
New Amoy Dock	50	\$27½, sellers
S. C. F. Boyd & Co.	Tls. 100	Tls. 170, buyers
Land and Building—		
Hongkong Land Inv.	\$100	\$153, sales
Kowloon Land & B.	30	\$38, buyers
West Point Building	50	\$60, buyers
Hongkong Hotel	50	\$135, buyers
Humphreys Estate	10	\$12½, buyers
S'hai Land Ins. Co., Ltd.	Tls. 50	Tls. 109
Cotton Mills—		
Ewo	Tls. 50	Tls. 30, sellers
International	Tls. 75	Tls. 25
Laou Kung Mow	Tls. 100	Tls. 32½
Soychee	Tls. 500	Tls. 160, sellers
Hongkong	10	\$14½, sellers
Green Island Cement	10	\$29½, sales
China-Borneo Co., Ltd.	12	\$10.50, sellers
Watson & Co., A. S.	10	\$15½, sales & buyers
Hongkong Electric	10	\$15, buyers
Hongkong & C. Gas	5	\$9½, buyers
Hongkong Rope	10	\$160, buyers
Fenwick & Co., Geo.	25	\$48, sellers
Hongkong Ice	25	\$240, buyers
H. H. L. Tramways	\$100	\$280, buyers
Hk. Steam Water-Boat Co., Ltd.	10	\$18½, sales
Dairy Farm	8	\$20, sales & buyers
Campbell, Moore & Co.	10	\$37, buyers
Bell's Asbestos E. A.	12/6	\$5, buyers
United Asbestos	4	\$9½, buyers
Do.	10	\$180
Tebrau Planting Co.	5	\$1.10, sellers
China Prov. L. & M.	10	\$9½, sales
Watkins, Ltd.	10	\$8½, buyers
China Light & Power Co., Ltd.	10	\$9½
Powell, Ltd.	10	\$11, buyers
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	50	\$50
Canton, Hongkong Ice Cigar Companies—	10	\$10, nominal
Alhambra Limited	\$500	\$150, sellers
Phippine Tobacco Trust Co., Ltd.	10	\$9½, sellers
Steam Laundry Co., Ltd.	5	\$8, sellers
Do.	5	\$3½, buyers
S. C. Morning Post	25	\$25, sellers

VERNON & SMYTH, Brokers.

Messrs. J. P. Bisset & Co., in their Share Report for the week ending 4th August, 1904, state:—Business during the past week has been much curtailed owing to the July settlement which took place on the 29th, and the two Bank holidays Aug. 1st and 2nd intervening. Notwithstanding these breaks in business days a fair business has been done at steady rates, and the market closes all round firm. The T. T. rate on London to-day is 2/7. Banks.—Hongkong and Shanghai Banks. No business reported locally. A small lot is

obtainable locally at \$800 ex \$71½. Marine and Fire Insurance.—No business reported. Shipping.—Indo-Chinas. The market opened on the 28th with sales for July at 74 and 78, for Sep. at 75½, 74 Oct. and 75½ and 76 Dec. On the 29th a cash transaction was reported at 75 and on the 30th at 76. On the 3rd inst. December shares were placed at 77, 77½, and 78. At closing the market is strong with buyers at 78 for December, shares being chiefly wanted for the South. Docks and Wharves.—S. C. Farnham, Boyd & Co.—The market opened on the 28th with sales at Tls. 143, and for January Tls. 150. 2½th, a cash transaction is reported at 143 and on the 30th at the same rate for cash, and 148½ December. On the 3rd, 145½ September, 149 December and 150 January transactions are quoted. At closing there is a strong demand for shares for the South which has caused a considerable firming up in the market, and shares are enquired for Dec. at Tls. 151. Shanghai and Hongkew Wharves have been placed at Tls. 150 cash. Sugar Cos.—No business reported. Mining.—Weihaiwei Golds have been placed at \$18 cash and \$20 December delivery. Lands.—Shanghai have been placed at Tls. 109 and 108. There are buyers at the latter quotation. Industrial.—Shanghai Gas Shares have been placed at Tls. 95. Paper and Pulp at Tls. 135. Maatschappij, etc., in Langkat.—The market has been very quiet during the week, but steady, with transactions reported at Tls. 297½ and 300 cash, and Tls. 305 for September. Sumatras have been placed at Tls. 65 for cash. Stores and Hotels.—Nothing doing. Miscellaneous.—No business reported. Loans.—No business reported.

TONNAGE.

HONGKONG, 12th August.—Freights remain about the same as last reported. From Sai on to Hongkong, 15 cents per picul last and offering; to Philippines, 28 cents offering; to Java, 27 cents; to Japan, 35 cents. Java to Hongkong, 27 cents; to Japan, 30 cents. Oloilo to Hongkong, 15 cents; to Yokohama, 45 cents. Hence to Kobe, 30 cents. Newchwang to Hongkong, 27 cents; to Amoy, 30 cents; to Swatow, 30 cents. Coal freights are firm, from Moji to this, \$1.50; to Singapore, \$1.75. The following are the settlements:—

Carl Menzell—German steamer, 984 tons, Oloilo to Yokohama, 45 cents per picul.

Else—German steamer, 903 tons, Newchwang to Amoy, 30 cents per picul.

Sanda—British steamer, 1,405 tons, hence to Kobe, \$16,000 in full.

Thyra—British steamer, 2,244 tons, Moji to Hongkong, \$1.50 per ton.

Fausang—British 1,410 tons, Moji to Hongkong, \$1.75 per ton.

Ningpo—British steamer, 1,228 tons, Saigon to one port Philippines (32,000 picul), 27 cents per picul.

Wuhu—British steamer, 1,250 tons, Saigon to two ports Philippines, 30 cents per picul.

Petrarch—German steamer, 1,252 tons, hence to Saigon and back, \$5.00 per month.

Chunsang—British steamer, 1,418 tons, Saigon to Hongkong, 14 cents per picul.

Telemachus—British steamer, 1,340 tons, Saigon to Hongkong, 14 cents per picul.

Petrarch—German steamer, 1,252 tons, Saigon to Hongkong, 15 cents per picul.

Eourbon—French steamer, 907 tons, Saigon to Hongkong, 15 cents per picul.

Quangnam—French steamer, 710 tons, Saigon to Hongkong, 15 cents per picul.

Breil—Norwegian steamer, 645 tons, Saigon to Hongkong, 16 cents per picul.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

ARRIVALS.

August—

- 8, An Pho, British str., from Saigon.
- 8, Carl Diederichsen Ger. str., from Hoihow.
- 8, Catherine Apcar, Brit. str., from Calcutta.
- 8, Cheangchow, British str., from Singapore.
- 8, Glancous, British str., from Liverpool.
- 8, Haimun, British str., from Swatow.
- 8, Hangsang, British str., from Shanghai.
- 8, Loongsang, British str., from Manila.
- 8, Macduff, British str., from Liverpool.
- 8, Nigretia, British str., from Moji.
- 8, Oceanien, French str., from Shanghai.
- 8, Rajaburi, German str., from Bangkok.
- 8, Shantung, British str., from Java.
- 8, Stettin, British str., from Singapore.
- 8, Tsinan, British str., from Kutchinotzu.

- 8, Zafiro, British str., from Manila.
- 9, Choyang, British str., for Canton.
- 9, Hinsang, British str., from Saigon.
- 9, Kwanglee, Chinese str., from Canton.
- 9, Luise, German str., from Barry.
- 9, Progress, German str., from Hoihow.
- 9, Waishing, British str., from Wuhu.
- 10, Hyades, British str., from Manila.
- 10, Mausang, British str., from Sandakan.
- 10, Meefoo, Chinese str., from Shanghai.
- 10, Phranang, German str., from Bangkok.
- 10, Pronto, Norwegian str., from Newchwang.
- 10, S Nordiske, Dan. cable str., from a cruise.
- 11, Anglo-Australian, Brit. str., from N. York.
- 11, Atholl, British str., from Rangoon.
- 11, Carl, British str., from Newport.
- 11, Coromandel, British str., from Bombay.
- 11, Hailan, French str., from Pakhoi.
- 11, Frithjof, Norwegian str., from Tamsui.
- 11, Korea, Amr. str., from San Francisco.
- 11, Mercedes, British str., from Weihaiwei.
- 11, Nubia, German str., from Shanghai.
- 11, Ovid, British str., from Kutchinotzu.
- 11, P-kin, British str., from London.
- 11, Rambler, British surv.-ship, from Amoy.
- 11, Taifu, German str., from Saigon.

AUGUST—DEPARTURES.

- 8, Borg, Norwegian str., for Bangkok.
- 8, Brunbilde, German str., for Kutchinotzu.
- 8, Fausang, British str., for Kobe.
- 8, Kwanglee, Chinese str., for Canton.
- 9, Changchow, British str., for Canton.
- 9, Chunsang, British str., for Saigon.
- 9, Hangsang, British str., for Canton.
- 9, Jacob I. Jaderichsen, Ger. str., for Pakhoi.
- 9, Lausang, British str., for Calcutta.
- 9, Waihora, British str., for Amoy.
- 10, Machaon, British str., for Vancouver.
- 10, Oceanien, French str., for Europe.
- 10, Tartar, British str., for Vancouver.
- 10, Tjimahi, Dutch str., for Shanghai.
- 10, Waishing, British str., for Canton.
- 11, Carl Menzell, German str., for Oloilo.
- 11, Choysang, British str., for Shanghai.
- 11, Haimun, British str., for Coast Ports.
- 11, Luise, German str., for Sasebo.
- 11, Meefoo, Chinese str., for Canton.
- 11, Rein, Norwegian str., for Bangkok.
- 11, Taming, British str., for Manila.
- 11, Trits, German str., for Swatow.
- 11, Yiddo, British str., for Calcutta.

PASSENGER LIST.

ARRIVED.

Per *Oceanien*, for Hongkong, from Kobe, Mr. Bickers; from Shanghai, Mrs. Littledale, Mrs. Wilcox, Mrs. Kogan, Mrs. Kegler and child, Mrs. Small and 2 children, Frère Gros, Misses Frances La Rieton, R. Swartz, L. zzie, and Eva, Messrs. Ph. Danky, J. Wilson, Crofton, Fleming D. Cheschire, Mattil, F. Wilkinson, Kemprich, A. Talamberas, Nittle, H. Sobels, A. Feller, D. Bessler, G. Musso, Bodge, Shutt, and Amiel; for Saigon, from Shanghai, Mrs. Fontaine, Messrs. Gibson, Schibli, and Crion; for Singapore, from Kobe, Messrs. Arnoldt, Classen, Fengbergen, Van B. Leusink, J. Brechtchinsen, Burgum ster. E. Zolingen, F. Wagen Ruestl, and Hama; from Shanghai, Mrs. Hagihara, Messrs. Ch. Wawn, shepherd, Marishama, Takai, and Yanamura; for Colombo, from Kobe, Mr. K. Ando; from Shanghai, Mr. Scharpnach; for Melbourne, from Kobe, Mr. G. Boyd; for Port Said, from Shanghai, Messrs. Molchanoff, Ivansky, Vascilo Barbario, Nick Antonio, Constantina Rigley, Mehlos Chefeles, Pericles Ketcher, Spiro Kentro, Soerates Starvoz, and Demetrie; for Marseilles, from Yokohama, Mr. Nimmerfall; from Kobe, Mr. Buxbaum; from Shanghai, Mrs. Adel Rocca, Lieut. de Campo Rueda, Rev. Gordon, Messrs. Petitimbart, Brickner, Graf, Wesenberg, Funge, François, Hussey Walsh, L. R. Rocca, Milon, Guigues, Lequet, J. de Mello, Palles, Olisier, Four, Caruon, Danu, J. Rio, Guichoux, and Rameyse.

Per *Catherine Apcar*, from Calcutta, &c., Mr. and Mrs. V. R. Eckford, Mrs. R. C. E. Roby, Mrs. Edward Ezra, Messrs. W. J. Smith and Monroe.

Per *Loongsang*, from Manila, Messrs. Bartoli Virgilio, E. S. Groves, J. Wallace, H. Nietotai, W. French, J. Perivelli, and B. Virgilio, Misses R. Loopez, M. Lim, M. Sar, R. Kamos, and S. Lisra.

Per *Stettin*, from Singapore, Dr. Illow, Messrs. Muller and May.

Per *Tsinan*, from Kutchinotzu, Mrs. Allen, Mr. and Mrs. Purcell, Mr. and Mrs. Lawrence, Messrs. Walker, Rotards, Marshall, Cassidy, Hense, and Allen.

Per *Haimun*, from Swatow, Messrs. J. W. Bolla, Greive, and S. K. Eee.

Per *Zafiro*, from Manila, Mrs. W. T. Lowe, Mrs. Millar, Captains H. Struve and H. Kock, Messrs. W. T. Lowe, A. Wartmann, August Tadin, J. de Corney, A. B. Moulder, W. B. Miller, F. Rodriguez, and H. Landsfield.

Per *Meefoo*, from Shanghai, Messrs. C. L. Goodhart and Hutchinson.

Per *Coromandel*, for Hongkong, from London, Mr. and Mrs. C. Wilkinson and child, Lieut. A. H. Clegg, Major Josling, Messrs. J. Clarke, D. Clarke, J. R. Butson, G. E. Glover, and R. Walmsley; from Gibraltar, Mr. M. S. Diaz and Lieut. A. G. Santos; from Bombay, Mrs. Fox and infant and Mr. Cesaroni; from Penang, Messrs. Peel and R. Macpherson; from Singapore, Messrs. P. Roza and O. B. Mitchell; for Shanghai, from London, Messrs. J. Lennox, F. G. Payne, F. H. Davies, W. Tonkin, and W. E. Davies, Sergts. France and Merchant, Mr. and Miss Tebbitt; from Marseilles, Mr. J. Quinn; from Aden, Mr. Baron Ernst; from Penang, Mr. and Mrs. Wickers and 2 children; from Singapore, Sir Geo. Scott and Mr. W. H. Rethmeir.

Per *Korea*, from San Francisco, Mr. and Mrs. W. W. Kerr and 2 daughters, Miss V. Dale, Miss Margaret Wilson, Rev. J. E. Scott, Messrs. P. P. Bassett, U.S.N., J. E. Ottersoo, U.S.N., Harry S. Aaron, E. Rostrom, K. Matsuda, E. O. Fitch, Jr., U.S.N., and C. A. Richter, U.S.N.; from Manila, Capt. and Mrs. Wm. Kidston, Miss Kidston, Mrs. F. Chamberlain, Mr. and Mrs. A. J. Storm, Col. and Mrs. S. A. Day, Capt. F. Holmes, U.S.N., Lieut. L. H. Poole, Lieut. Col. Chamberlain, Misses K. Linch and Ida Clifford, Messrs. J. S. Stemfield, F. W. Holt, H. B. Worden, A. L. Kimball, E. R. Lindsay, M. F. Loewenstein, J. A. Dug, Carl Kincaid, M. D. Wright, L. D. Day, and R. Marna.

DEPARTED.

Per *Prinz Regent Luitpold*, for Bremen, &c., Mr. and Mrs. J. van Braam-Houckgeest, Mr. and Mrs. E. Desmazieres, Mr. and Mrs. Fernandez, Mr. and Mrs. W. D. Graham, Mr. and Mrs. E. H. Grove, Mr. and Mrs. Hass, Mrs. and 2 Misses v. Herwarth, Lieuts. As field and Chandler, Rev. H. G. Hallock, Right Rev. L. M. Piazzoli, Rev. Pozzoni, Misses Fl. Ashmore, Hendschel, Lasceles, and A. Wood, Messrs. John Ferguson, F. v. Hochfeld, W. Kerfoot Hughes, Ikeda, Ikubo, Kayser, L. Kellermann, F. Kirsten, Charles F. Lanman, W. Lansdowne, Lascelle, Petersen, John Petersen, H. Pickenpack, Robert Ruegg, W. H. M. Schadee, A. Schulz, Simon, B. H. Smits, J. J. Sporry, G. E. Tucker, Conrad Steinmeyer, E. Verschooff, Wilhelm Wernicke, and Wiechert.

Per *Yawata Maru*, for Manila, Dr. D. Moore, Capt. C. Collins, Mrs. J. N. Wolfson, Miss Wolfson, Mr. and Mrs. Jules Bloch and 2 children, Miss Katheria Knorr, Messrs. J. Putman, H. S. Whipple, and K. Minami, Mrs. Rodney Smith, Dr. Robt. T. Oliver, Mr. Costa de Moraes, Master Costa de Moraes, Messrs. Juvenio Reyes, B. J. Webb, and R. Claro, Miss A. M. Bolvosa, Messrs. T. Miyoshi, W. H. Shelton, A. V. Real, and Manuel Grozan; for Thursday Island, Dr. T. Ito; for Brisbane, Messrs. H. L. Thompson and F. Vantell; for Sydney, Messrs. H. Studholme and A. S. Galoska; for Melbourne, Mr. T. R. Jones.

Per *Oceanien*, for Saigon, Messrs. Felix Guril and U. Delahaye; for Singapore, Mr. and Mrs. H. C. Owen and child, Messrs. E. Rendell Graham, H. M. Sobels, J. B. Windsor, and Thos. F. Cobbs; for Reunion, Mrs. A. Paterson; for Marseilles, Messrs. C. J. Jansen, Jaucoart, Le Maine, A. M. Poinon, Marshall Dawson, Th. A. Konings, and Bertie.

Per *Tartar*, for Vancouver, &c., Mr. and Mrs. Eckford, Mrs. Roby, Mrs. Kadoorie and child, Major and Mrs. Ormiston, Mr. and Mrs. W. B. Millar, Mrs. C. A. Walters, Messrs. H. Gidley, P. Bichayn, V. Wilson, H. K. Struve, E. S. Groves, W. Brumfield, C. H. Grace, K. Wilson, S. S. Benjamin, and W. G. Pirie.

Printed and published by **BARTHAM AUGUSTUS** HALK for the Concerned, at 14, Des Voeux Road Central, City of Victoria, Hongkong. London Office: 131, Fleet Street, E.C.